

JANUARY 26, 1951

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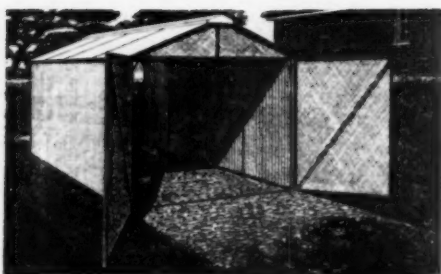
1. Does pedal go down nearly to floor?
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If the answer to any of these questions is "Yes," your brakes need attention—quickly.

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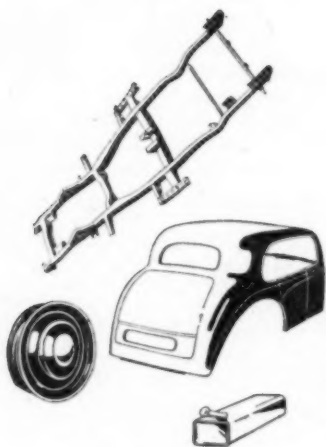
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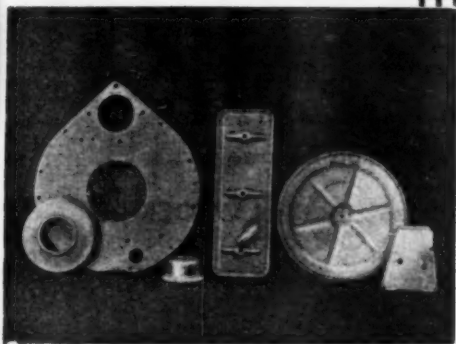
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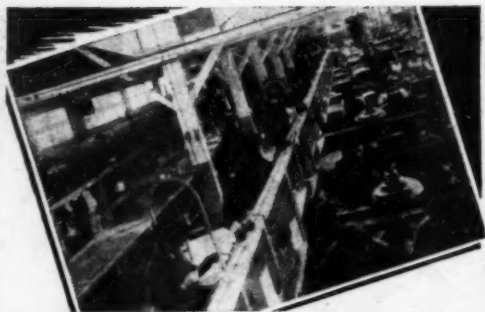
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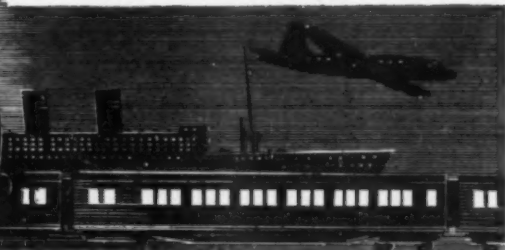
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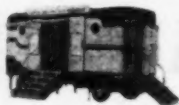
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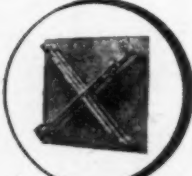


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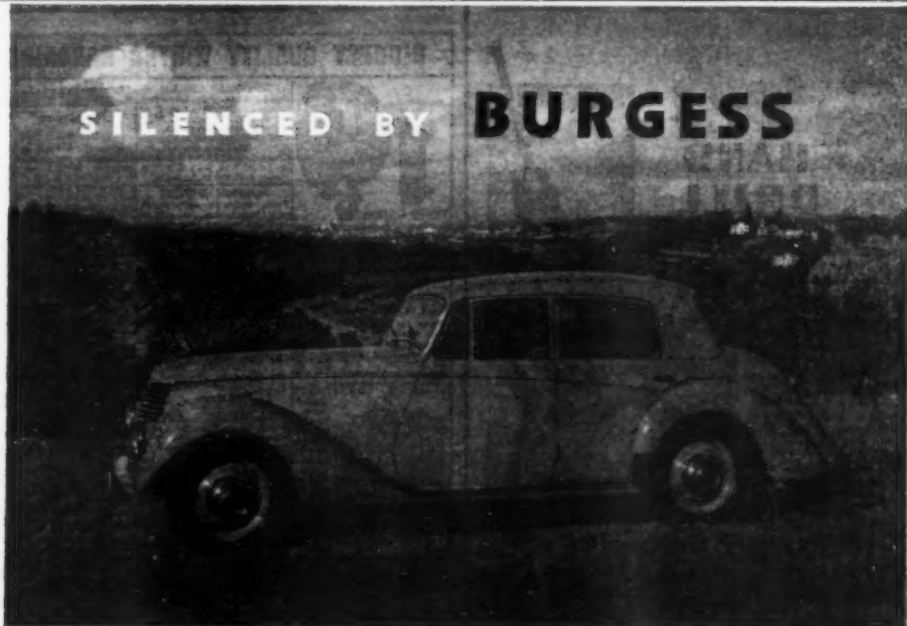
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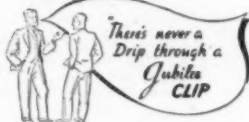
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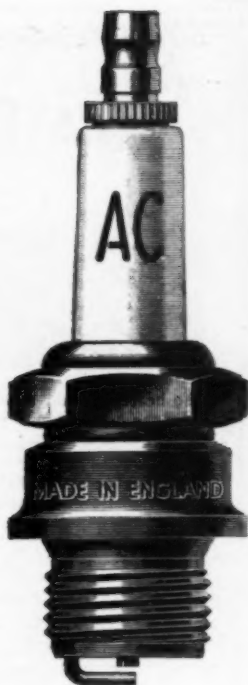
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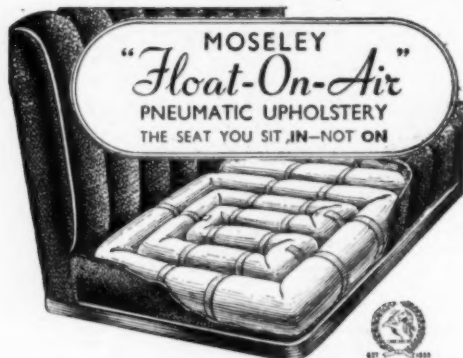


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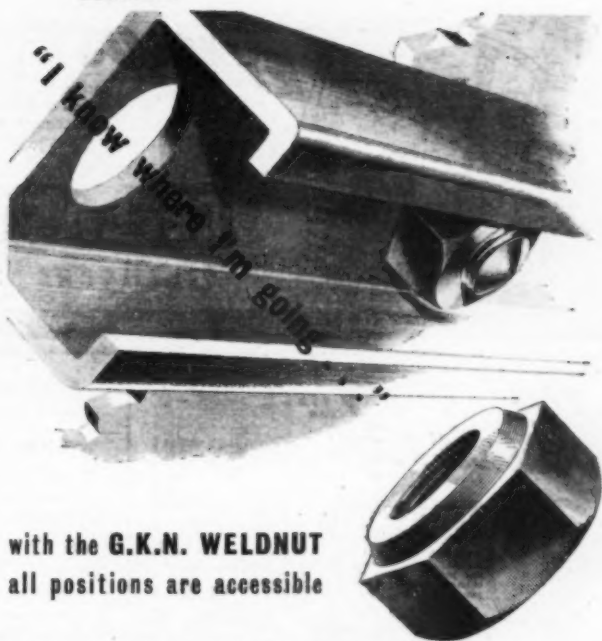
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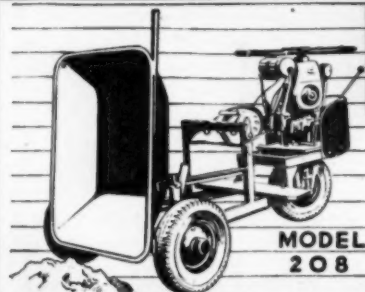
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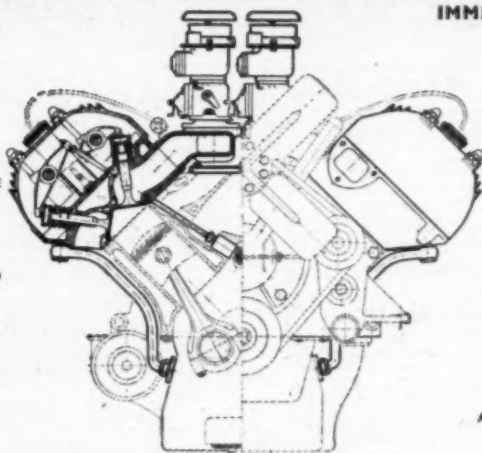
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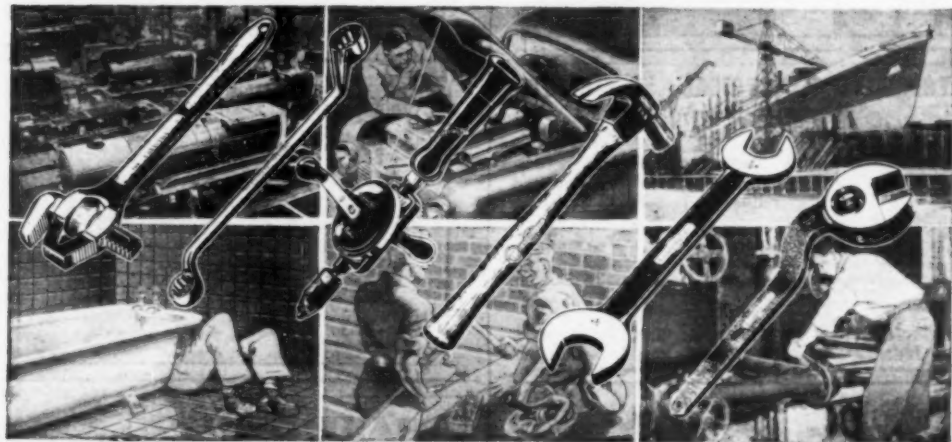
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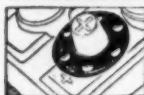
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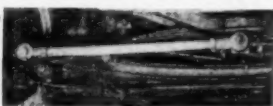
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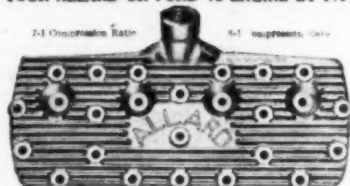
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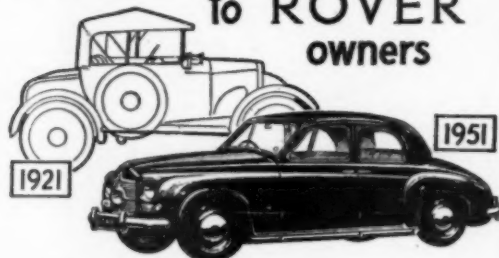
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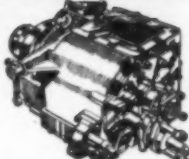
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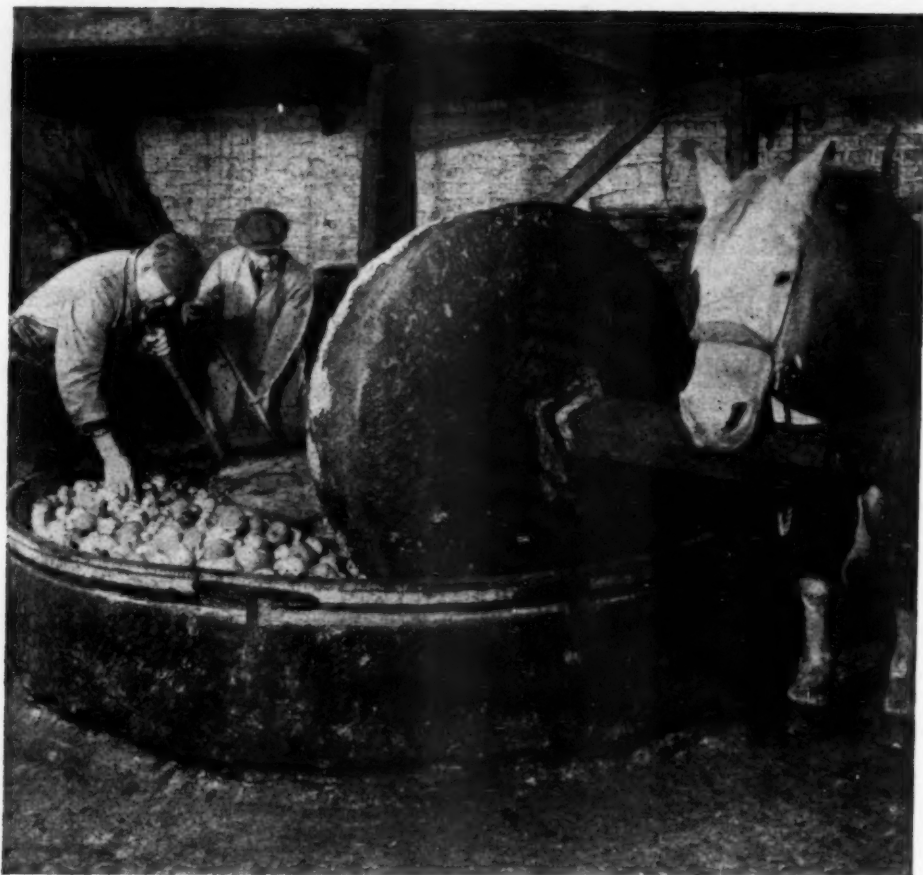
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The Autocar

FOUNDED 1895

No. 2878

FRIDAY, JANUARY 26, 1951

Vol. XCVI

How Now, Mr. Micawber?

NO apology need be tendered to readers for a development of the car delivery point upon which we touched last week on this page, for there can be few of them who are not on the order list for a replacement car when their existing one wears out. We raise the point again because there is a tendency on the part of the organizations concerned to appear a little smug over the latest measures to prevent delivery abuse. The Covenant has been extended, they say, and we have ensured that the possessor of a post-war car shall not obtain a second one. That surely is as much as can be expected.

It may be, but only to the very short-sighted. What this journal would like to know is what happens next. James Hanley in "What Farrar Saw" has shown what might have happened with plentiful materials and factory capacity, but our conjectures lead to no such congested roads. Let us elucidate.

At the end of 1949 there were about two million cars in use on the roads of Great Britain. During 1950, 110,000 new cars were permitted on the home market, and the theoretical figure for 1951 is similar; the actual figure will be much more likely to be 100,000, if it reaches that, and that figure may be taken as the most optimistic possible for as far ahead as the eye can see. A little elementary arithmetic therefore shows that it will take twenty years to replace the cars at present running, while it is obvious that the tendency of demand to grow will slow that rate down considerably as "first time" owners are supplied.

What is to be done about this we do not know, but this journal does at least recognize that the situation exists, and therein lies its criticism of industry and Government. Neither of these controlling authorities has shown such awareness, nor is there any suggestion forthcoming from them as to how the problem is to be solved. Can it be that they are emulating Mr. Micawber? And if this is so, may the private motorist have a frank admission of the fact?

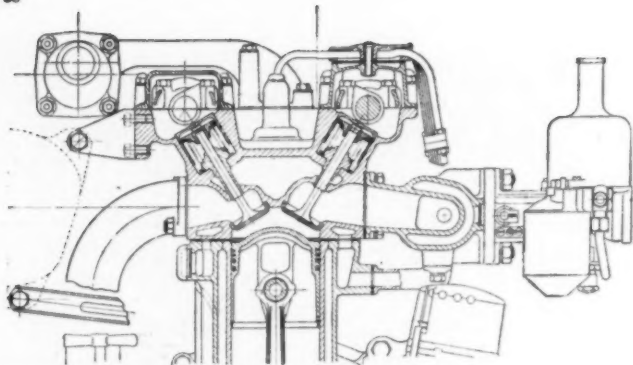
Standstill Tactics

AFTER reading the review of the Road Research Paper on Vehicle Braking, which concludes in this issue, readers should be nicely up to date on their braking knowledge, and the fact that that knowledge is still not complete is an indication of the imprecision which the reviewer brings out. It is much to be hoped that more work will be done on braking, and quickly, because there is no doubt that higher speeds are giving the subject enhanced importance.

Two points deserve additional comment. One is the possibility of differential braking, which is braking on each wheel in proportion to the load which that wheel is taking during the deceleration. The provision of this sounds prohibitively difficult to the layman, but so, no doubt, would many of the problems that have been overcome by automobile engineers in the past, and we feel confident that such braking could materialize if the ingenuity of the brake specialists were concentrated on its development.

The second subject for comment is the lack of uniformity over the proportion of effort exerted by the driver in braking and the amount of magnification that it is given by the brake actuation leverage. There is, indeed, no observable consistency at all. This is strange in view of the fact that drivers have pronounced views on the subject, most of them preferring to make only a slight effort with the foot and leg muscles, leaving the leverage to amplify this at the shoe. In this preference they feel convinced that delicacy of pedal operation allows more precision than does considerable muscular effort.

They may not be right, and it would be interesting to see them proved wrong. But Dr. Starks' Paper must have whetted their appetite to know the verdict of science in this matter.



Heading these pages are two representative examples of the hemispherical head on current British quality cars. The 2.6-litre Aston Martin (left) uses the classic arrangement of twin overhead camshafts which work directly on thinblades over the valve springs. Horizontal carburetors feed into a water-jacketed inlet manifold.

by Gordon
Wilkins

The Hemispherical Head

SINCE the triumphant Grand Prix Peugeot appeared in 1912, almost every Grand Prix racing car has had combustion chambers with inclined valves worked by two overhead camshafts. This has remained true whether the engines were supercharged or unsupercharged, and today, thirty-eight years later, although large sums have been spent on combustion research, the hemispherical head with inclined valves is more firmly established than ever. It is universal, not only on Grand Prix racing cars, but also on the fastest sports cars and a growing number of touring cars. It is standard practice on overhead valve motor cycle engines and on poppet valve aero engines.

This is a remarkable thing, for when this type of head was first used designers had only a sketchy idea of what really went on inside the engine during the working cycle. Over the past quarter-century a vast amount of research has gone on into the nature of combustion and the ways of controlling it. The phenomenon of detonation has been explored by chemists in the laboratory and by engineers using special test bench power units. Fuels have improved and compression ratios have risen steadily, but the hemispherical combustion chamber remains the automatic choice of the designer who is interested in obtaining maximum power.

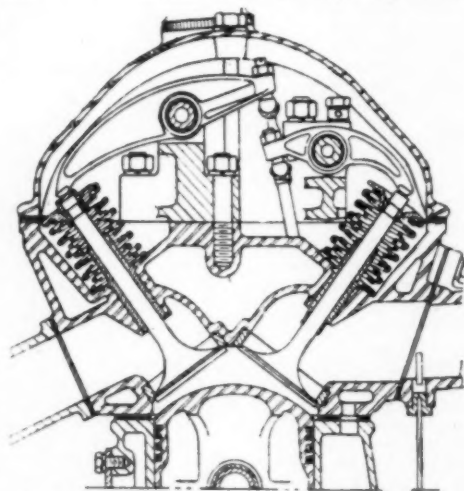
The Exploring Epoch

Twenty years ago there was a period of particularly rich activity when a host of different combustion chambers with side and overhead valve layouts were investigated. There was controversy, and some plain speaking, as pioneer British investigators like Ricardo and Whatmough confronted Americans like Janeway. Taub and Weslake have also made massive contributions, but throughout it all the hemispherical head seems to have been generally accepted as unassailable where maximum power is the goal.

Some of its most spectacular applications have been in the motor cycle field, and Joe Craig, the Norton technical director, has revealed that as long ago as 1938 the 500 c.c. single-cylinder Norton engine, with which Daniell won the Senior T.T. at 89.11 m.p.h., was producing a maximum b.m.e.p. of 203 lb per sq in at 6,000 r.p.m. on a compression ratio of 11 to 1. The maximum power delivered by this engine was just over 49 b.h.p. at 6,750 r.p.m., or 98 b.h.p. per litre. Incidentally, it will be noticed that the points of maximum torque and maximum b.h.p. are separated by only 750 r.p.m. This is largely because the designer exploited the full possibilities of the hemispherical head in accommodating inlet and exhaust passages which allow full use to be made of gas dynamic effects to secure maximum volumetric efficiency.

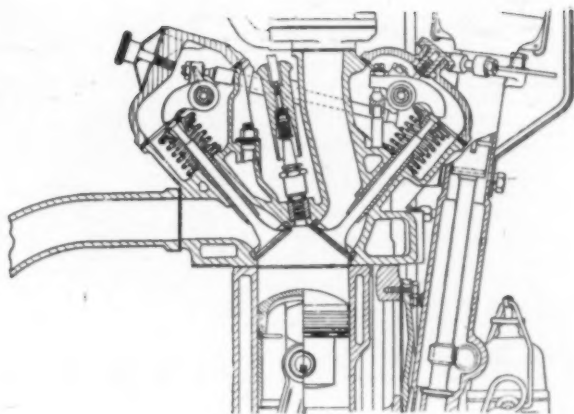
In a moderate speed poppet valve four-stroke engine, it may be only the gases in the cylinder volume which are forced out on the exhaust stroke. When the piston reaches the top of its travel there is still the burned gas in the clearance volume, that is, the combustion space, to be evacuated. If this gas is not removed it remains to dilute the incoming charge, reducing weight of combustible mixture drawn in and slowing down the burning rate.

By creating a pressure difference between inlet and exhaust valves and using a valve timing giving a suitable overlap, it is possible to draw out the burned residue and fill the entire clearance volume effectively with a new charge. Suitable choice of length and diameter in the exhaust pipe allows the slug of exhaust gas escaping at high velocity to build up kinetic energy in the exhaust pipe, which, as the piston nears the end of the exhaust stroke, creates a depression at the exhaust port and the incoming charge rushes



The Lago head on the pre-war Talbot Master Special engine used a push-rod arrangement which has since become very popular, although Talbot themselves have abandoned it in favour of short vertical push-rods worked from two separate camshafts mounted high in the crankcase.

The Bristol (right) uses the B.M.W. layout of vertical and transverse push-rods. The carburettors are downdraught, an arrangement which some designers prefer as being less likely to allow loss of induction charge through the exhaust ports during the overlap period within the head.



A TYPE OF COMBUSTION CHAMBER WITH A LONG HISTORY IS GAINING NEW AND IMPORTANT CONVERTS

to fill the space. It is not easy to arrange the passages necessary to provide comparable results on a car engine and, of course, these results involve a sacrifice of flexibility which would be intolerable on a vehicle for normal road use. The engine splutters miserably until the megaphone "comes in" and the horses start stampeding through the stable door.

However, drivers like Fred Dixon, H. G. Dobbs and A. F. Ashby made their names in pre-war racing using Riley engines with a separate carburettor to each inlet port and a separate pipe to each exhaust port. Their engine efficiencies then began to approach those of the single-cylinder racing motor cycle engines, which still represent the peak in unblown power output.

Even if we do not contemplate the extremes of power output, necessary for international racing, authorities agree that the hemispherical head is compact, provides a short flame travel, and allows room for large valves in proportion to the size of the combustion space. The positioning of the valves at an angle to each other also allows room for inlet and exhaust passages which permit a free flow of gas and promote volumetric efficiency, while the low ratio of surface to volume discourages loss of heat from the burning charge to the surrounding metal. Where, then, is the snag?

Cost and Complication

The answer has been summed up by Ricardo as "cost, complication and noise." There is an associated objection, advanced by Whatmough, who held that if the walls were hot enough to prevent quenching of the flame and fuel deposit at low speeds, then the mixture would burn too fast and the rapid pressure rise would produce rough running.

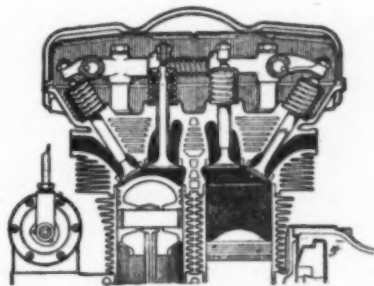
At one time it was held that the ideal combustion chamber was a complete sphere with the ignition point in the centre, and some engine designers did approach this form by using a hemispherical head and hollowing out the top of the piston, a method which is used today on at least one successful motor cycle engine, the B.S.A. Golden Flash. One of the attractions of the hemispherical head to designers of high performance engines is, however, the convenient way in which it allows for increase in compression ratio. Nowadays highly domed pistons often extend right into the combustion chamber with only small pieces nicked out to provide clearance for the valves. There may be a good case on theoretical grounds for a combustion chamber shaped like an orange but the endless chase after extra power has produced one which is more like a piece of the peel.

Current thought on touring engines built primarily for

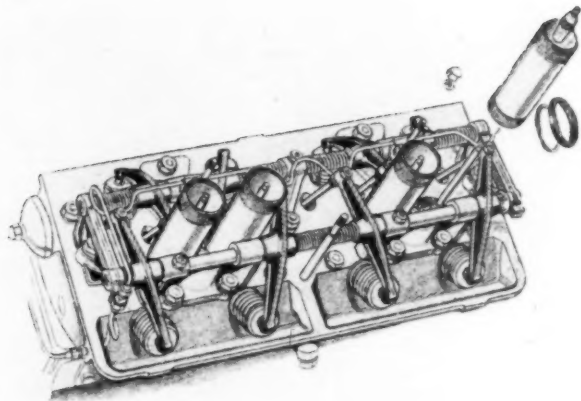
smoothness and economy favours concentration of the greater part of the charge close to the sparking plug in a hot area with a small ratio of surface to volume, thus ensuring a high burning rate early in the combustion period. As the flame spreads, the tendency to detonate is forestalled by spreading the combustion into a flat area over the piston, which is well cooled and has a much higher ratio of surface to volume. The exhaust valve is placed alongside the sparking plug to increase the volatility of the charge and permit the use of a relatively weak mixture with consequent fuel economy.

These principles account for the widespread use of the stepped and wedge-shaped combustion chambers which bear no resemblance to the simple hemisphere, but the general use of the hemispherical head in racing engines and piston engines for aircraft invests it with a certain amount of glamour and it has come to be regarded as synonymous with efficiency.

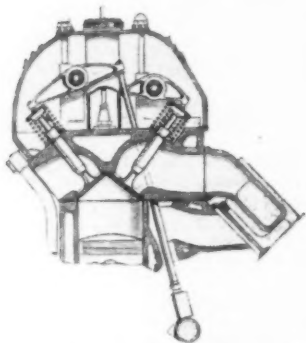
Whatever the reasons, the cult of the hemisphere is making converts. It must be said, too, that the XK120 Jaguar engine, designed in collaboration with Weslake, and the 2.6-litre Aston Martin-Lagonda designed by W. O. Bentley, are two British power units which combine the use of hemispherical heads with outstanding smoothness in operation. In Mr. Weslake's view the problem of rough combustion can be regarded as solved and proper positioning of the sparking plug, coupled with control of turbulence by suitable shaping and location of the inlet passages, can now give



The Porsche head for the flat-four Volkswagen is a compromise, retaining the original method of operation for the inlet valves and operating the exhaust valves through rockers set at right angles.



Similar to the pre-war Talbot layout is the American Ardun head which converts the side-valve Ford V8 to o.h.v. and can be fitted on Allard cars in this country. The problem of protecting the sparking plugs from oil splashing is tackled by enclosing them in tubular housings.



The Hemispherical Head continued

smooth running equal to that obtained with other types of head.

It is worth noting, incidentally, that both the Jaguar and the Aston Martin-Lagonda engine employ horizontal carburettors, whereas many other engines using this type of head have downdraught carburettors, which give a very different direction to the incoming gas charge.

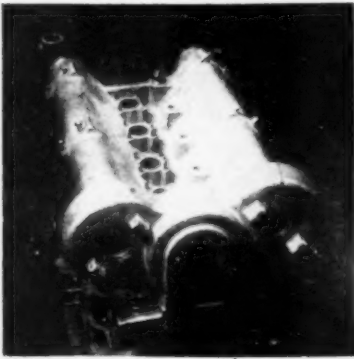
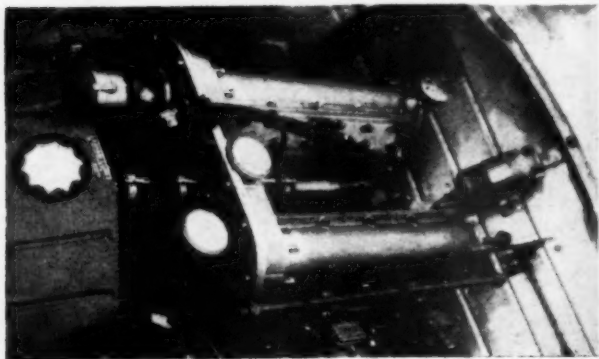
Joe Craig has gone on record in favour of the downdraught carburettor, as he held that the cross flow of gas from a horizontal carburettor could sweep through and be partly lost through the open exhaust valve, leaving an unscavenged residue of burned gas on top of the piston to dilute the next charge. At the same time, however, he expressed doubts on the desirability of the hemispherical head for everyday use on motor cycles and considered that other types might give smoother running. It is clear, therefore, that this matter of carburettor location and charge direction has a critical influence on the suitability of the hemispherical head for use in touring car engines.

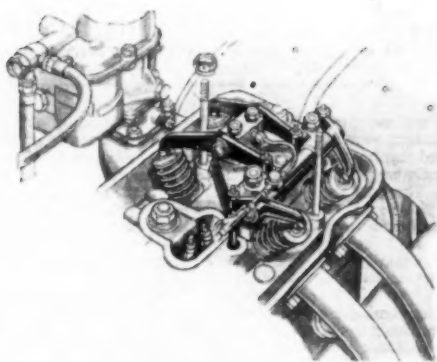
Rolls-Royce and Rover, who put a high premium on silence and smoothness of running, have preferred to use the F-head, with overhead inlet valve and side exhaust, and hitherto no American manufacturer of production cars has adopted the hemispherical head. Now, however, a most

significant departure is to be found on the new Chrysler V eight engine which has hemispherical heads and inclined valves worked by push-rods in an arrangement not unlike that used in the Ardun Ford V8 conversion illustrated on these pages.

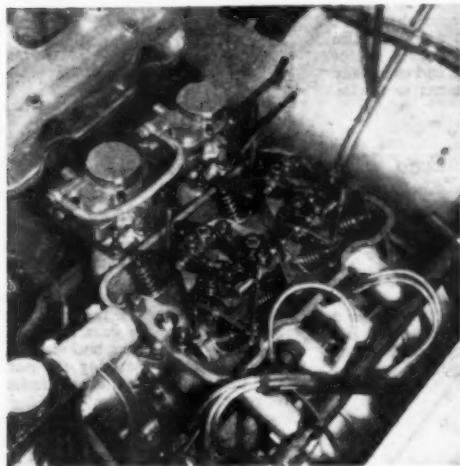
The methods employed to operate inclined valves in hemispherical heads are many and varied. Twin overhead camshafts are normal on racing engines and the more expensive touring cars, but they are out of the question on cheaper types. The Riley arrangement consisting of two camshafts high in the crankcase, operating short push-rods on each side of the engine, formed the basis for the brilliantly successful E.R.A. engines, and since the war similar layouts have been used by Lea-Francis in England and Lago in France. The 328 B.M.W. was a successful pre-war attempt to achieve similar results with only a single camshaft. It used a vertical row of push-rods to operate the inlet valves and a combination of vertical and transverse push-rods to operate the exhaust valves. This arrangement is also used successfully by Bristol and Frazer-Nash. When speeds of 6,000 r.p.m. and over are contemplated, however, the inertia of the combined masses of push-rods, rockers and valve springs become a limiting factor and to get over this difficulty the post-war Veritas, built by ex-B.M.W.

Typifying the divergence of view on the best position for the carburettor, here are two recent Italian high performance engines, both with twin overhead camshafts. The Ermini 1100 (right) has four downdraught carburettors mounted along the top of the head, with sparking plugs alongside, while the Stanguellini (left) has two horizontal Weber carburettors at the side.





One of the most successful current engines using the alternate long and short rocker arrangement, with sloping push-rods, is the 1.1-litre Simca Gordini, which is said to produce nearly 100 b.h.p. unblown. Note the special recesses in the cover which isolate the sparking plugs from the oil spray over the valve gear. Below: A view of the rocker gear.



engineers, used a single overhead camshaft working the inlet valves directly while short transverse push-rods operated the exhaust.

On a single-cylinder motor cycle engine, a fairly simple arrangement can be used, employing vertical push-rods worked from a short camshaft above the crankshaft and operating the valves through rockers carried on two separate spindles. This arrangement is not easy to accommodate on a multi-cylinder engine, as the camshaft has to be moved to the side of the block and it is difficult to accommodate two separate rocker shafts for each cylinder, but Lancia have boldly tackled the problem on the V-six Aurelia.

An alternative arrangement which is rapidly gaining support is the use of sloping push-rods operating rockers of unequal length facing in opposite directions across the cylinder head. This layout was used by Lago on his pre-war engines. It is used on the post-war Peugeot 203 touring engine and, as the exclusive illustrations on these pages reveal, it is also used on the astonishingly successful 1.1-litre Simca Gordini racing engine. This is a simple four-cylinder

power unit which does not seem to be unduly restricted by the limitations of its push-rod valve gear, for it is said to produce almost 100 b.h.p. from 1.1 litres, or 66 b.h.p. per litre, a figure seldom approached on unblown car engines even with the aid of twin overhead camshafts. It is, of course, the product of a Gordini development programme which had as its starting point the Fiat 1100 touring car engine, and recently, when fitted with a British Wade supercharger, it has proved capable of holding its own even in Formula I Grand Prix racing. At Barcelona this year it led the B.R.M. for some time.

The Fiat 1100 power unit has attracted attention from hemispherical head enthusiasts in several countries. In Italy, Stanguellini has used it as the basis of a highly successful series of sports-racing engines and in this latest twin overhead camshaft version the cylinder block is said to be the only Fiat part which remains. In Germany the Fiat 1100 provided a starting point for the four-cylinder A.F.M. unit which uses vertical and transverse push-rods to operate the valves rather as on the 328 B.M.W., but it is unique among present-day engines in having single inlet valves and twin exhaust valves. This is a reversal of the usual practice which favours an inlet valve area larger than the exhaust and is presumably dictated by the desire to obtain really effective cooling on the exhaust side.

Even the humble Volkswagen flat four is being given the treatment. Porsche has evolved a head for the engines on his sports cars in which the vertical inlet valves are retained and the exhaust valves are operated through rockers set at right angles to the inlets, giving a sloping exhaust position. With this head and twin carburettor, the output of the Volkswagen power unit has been raised from a modest 25 b.h.p. at 3,300 r.p.m. to 40 b.h.p. at 4,000 r.p.m. Other German racing specialists have adopted the full hemispherical treatment, however, using the push-rod arrangement already seen on Lago, Peugeot and Simca, and a head of this type was used on the streamlined Volkswagen special driven by Von Hanstein, which recently established several new 1,100 c.c. world records at Montlhéry. Latest information is that Porsche is working on a full hemispherical version.

At present the demands of defence programmes are dashing hopes of improved fuel quality and even in the United States the rise in compression ratios is halted for the time being. But despite this we may still see descriptions of an increasing number of new cars containing the phrase—"hemispherical heads with inclined valves."



A glimpse of the special A.F.M. head on a Fiat 1100 engine. Vertical push-rods operate the inlet valves, fed from four downdraught carburettors on top of the head, and four transverse push-rods operate eight exhaust valves. There are eight separate exhaust pipes.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Stygian

IT is not often that the commuter's run home assumes the form of an adventurous journey, and if it does, is he to be considered lucky or unlucky? My 35-mile drive took on such an aspect the other night. For my sins I had been asked to discuss road safety, and having done so I left London at 10.15 p.m. It was during the thaw following the heavy snow, and it was raining. On my run up in the morning, with plenty of snow left about, I had avoided a short cut over the corner of a hill and along a lane; in view of the lateness and the continuing thaw, I decided that the short cut would by this time be clear.

In a way it was, but the mist patches which I had already met were thicker. None the less, I took the familiar bends at the familiar speed—about 40 m.p.h.—only to be brought up sharply round the final one by a police notice advising me brusquely to "Go Slow—Floods."

I entered the water, the way ahead hidden in mist. After fifty yards I began to wonder, and then the mist cleared and I could see nothing but water ahead as far as the head lamps reached. This was perturbing. At 11 p.m. in a deserted lane,



Perturbing.

did one go on or back (backwards into mist)? One went on. The water deepened, while I anxiously scanned the bank to estimate depth and racked my brains for memories of this road. Was it high in the centre, or to left or right? Nothing answered me but the swish of the water round the wheels. I was driving up a river, tunnelled by the overhanging elms; and how black and friendless it looked. I should not have been surprised to have had to haul over for old man Charon at any moment, lugubriously propelling his ferry punt.

Land-ho!

AT such moments one is relieved when some other unfortunate turns up. Lights in the distance revealed another car. It stopped, assumedly at the far shore.

The driver, I reckoned, was weighing up his chances and watching me. I kept going, and he decided that he, too, would risk it, and eventually we passed like ships in the night. Then my car climbed at last out of the water. I accelerated and tested the brakes; they were still good. But as I swung through the next village a late pedestrian made a gesture for me to slow down. More of it?

Round the bend was a gumbooted and oilskinned policeman with a torch, and this time the rush of water over the road was loud and insistent. I opened the door: "How deep is it, officer?" "Not too bad, sir, but keep well to your near side." The water was pouring over the near side, and the fog had come down again. The rain did its damndest to blur my vision. For the next hundred yards I took a course that was the submariner's "by guess and by God." Then at last the lights picked up the road ahead and the car climbed up to dry land once more. This time I was away except for the rain and the fog, and eventually reached home at a quarter to twelve. Quite a voyage.

Round the Bend

"SOMEWHERE about here there is a nasty, deceptive bend," I sometimes tell myself. For miles great caution is exercised, and every bend is peered at with dark suspicion. Sooner or later realization comes that memory is failing, and that it cannot be this stretch. The half-remembered bend, of course, always occurs about a hundred yards after one has dismissed it from the mind and speeded up.

Pre-wash

A COLLEAGUE makes a point. We were discussing car washing and polishing, and he remarked that by doing it oneself one learned a lot about the details of the body. How the finish was wearing, for instance, and which would be a suitable nut and bolt to undo for the easy mounting of a GB plate. One also becomes aware of



He would learn a lot.

the effect of the exhaust outlet on the chromium plate of the bumper in the proximity of that discharge. "You know, Scribe," he ended, "it would be an excellent thing if the buyer of a new car were allowed to give it a wash and polish before he bought it. He would learn a lot that he would otherwise find out only after the money had been paid over."

It might be practicable with second-hand cars, if not with new, and in any case it opens up a humorous prospect of showrooms filled with would-be motorists frantically sponging and leathering. But I agree with him.



Another dodge.

Cold Starting

FURTHER to my recent paragraph about filling up with hot water when confronted by a reluctant engine, a reader reminds me of another dodge—pour a kettle of hot water slowly over the inlet manifold. This assists vaporization, and also has the good effect of gasifying the neat petrol that is swilling about inside through over-use of the choke. Good advice, but be careful where you pour the water; and don't blame me if the carburettor gets full of it.

Too Hotspot

HOW easy it is to go too far in the right direction is illustrated by a recent modification to a car I know. This has what anyone would describe as good manifolding from the point of view of providing heat where it is wanted. It was, in fact, a little too good, and resulted in starvation of the two carburettors when the engine was really hot. The car had a mechanical fuel pump.

The remedy was applied of fitting two electrical petrol pumps (not in tandem), and it says much for the manufacturer's skill in filling the bonnet that it was difficult to find a place for them. Ultimately room was found on the splash tray in front of the radiator block.



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*... and you get
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the better
motor oils
of today...**



Every year, millions of tons of oil pass through Shell's refineries—the most modern in Europe. At these plants, the crude oil is subjected to many exacting processes so as to produce the highly refined oils needed for your vehicles. This picture—taken at Stanlow, the Shell Refinery in Cheshire—shows an Evaporating Tower used in the initial stages of the refining.

and tomorrow

At Shell's Research Centre at Thornton, Cheshire—the biggest scientific research centre in Britain—a staff of 900 work constantly to develop the motor oils of tomorrow. Exhaustive laboratory experiment is followed by rigid practical engine tests in which the oils are subjected to extremely gruelling trials under actual running conditions. This photograph, taken at Thornton, is a view of a supercharged diesel engaged on a 480-hour continuous running endurance test!



LEADERSHIP IN LUBRICATION

NEWS and VIEWS

Shipping This Time

SHIPPING has been the cause of the latest rise in the price of petrol. Depending upon distribution costs the price in the United Kingdom now varies between 3s 1½d and 3s 2d.

Free Insurance

ALL British tourists in Spain are now automatically insured by a new law from the time they buy their tickets. The cover includes travelling by plane, train or car and a family will receive £455 if a member be killed. Slight injuries are insured for £137 upwards.

L.P. in S.A.

A TEN weeks investigation of the South African market has been commenced by Mr. L. P. Lord, chairman and managing director of Austin's. He will also negotiate with S.A. Government officials to try to obtain an extension of the licensing system which controls the imports of British cars.

Facing Facts

PRICE controls on American cars were necessary not only because of defence requirements, said the U.S. Government, but also because such increases materially affected the cost of living. This is in sharp contrast to the iron bedsteads and calico sheeting which, until recently, were used as factors in the British cost of living index.

Swedish Imports

IMPORTS of cars into Sweden in 1950 totalled 50,000. This is claimed by official sources to be a post-war record, for in 1949 the total was only 6,367. Perhaps Great Britain also will one day be able happily to claim record imports.

Service Manuals

SERVICE manuals of a most comprehensive nature for the Austin A.40, A.70 and A.90, are now available to their owners from the Austin company, Longbridge, Birmingham. The A.40 manual costs 12s 6d and the combined A.70 and A.90, 17s 6d.

Dotty

THOSE "damned dots" of a famous statesman were the undoing of an artist on page 75 last week, in which a lettered drawing gave gap figures of 0.20-0.25in for plugs, and 0.12 for contact breaker. As the article said, the gaps are in "thous" and the figures should, therefore, be 0.020, 0.025 and 0.012 respectively.

Recovery

OVERALL production of private cars in Germany was doubled in 1950. In 1949 production reached 104,000 and in 1950, 216,122. To swell the current total five manufacturers appeared in the list for the first time—at least since the war. D.K.W., Goliath, Lloyd and Gutbrod began late in the year and as the first three are out for mass production it is impossible to estimate the 1951 total, if manufacturing conditions are not radically affected by international events.

Fifty per cent of the 1950 production was absorbed by the German home market, on which delivery delays varied from a fortnight to several months. British readers will note with interest that delivery in Germany of the Opel Olympia is now six months, of the Kapitän two months, the Porsche two months, Volkswagen saloon two months, drophead immediate, and Mercedes three to five months.

And Now Italy

AN increase of 10 per cent in the prices of Italian cars has been made by the Italian Motor Industry Association.

September Registrations

NEW car registrations for September, 1950, amounted to 11,630 cars, of which 616 were used vehicles registered for the first time. The totals in the various categories were as follows:

Up to 1,000 c.c.	1,035
1,000 to 1,500 c.c.	4,999
1,500 to 2,000 c.c.	224
2,000 to 2,500 c.c.	2,509
Over 2,500 c.c.	1,873

U.S. Chrome

REGULATIONS governing or affecting the use of chromium plate on American cars are now clarified. Copper has been banned for use on non-essential items and without copper, or nickel which is also in short supply, chromium cannot be used satisfactorily on steel. Parts mentioned in the order banning copper include decorative mouldings, wheel discs, petrol tank caps, lamps, heaters and mirrors. However, the ban does not apply to bumpers, radiator grilles, door handles and window frames.

Extended use of stainless steel is likely, but the overall glitter will probably be reduced because apart from the copper ban on specified parts the whole copper allocation to the motor industry has been cut by one-fifth.

Latest Price Increases

UP, up, up! This week has seen the following increases in Ford car prices, given with purchase tax and previous prices in brackets: Anglia (£358 10s (£329 2s); Prefect £428 16s (£396 16s); Consul £543 16s (£531); Zephyr £623 (£607 13s); Pilot £818 10s (£780 3s).

The Australian Holden has risen to £A805, about £644 sterling. The original price in 1949 was £A675 (£540). The company has also announced increases of £A15 to £A20 in the prices of Vauxhall cars.

In France petrol has increased by 4d. a gallon, making the current price 4s 10d. This rise is to help pay for French rearmament.

Italian Petrol Concession

MOTORISTS from other countries taking their cars into Italy may now purchase petrol coupons showing a rebate of about 30 per cent on the current price of petrol. The coupons are allowed on a daily ration of 6½ gallons and may be drawn in up to ten-day "lots." The total number of coupons for any one visit is the equivalent of 90 days' ration.

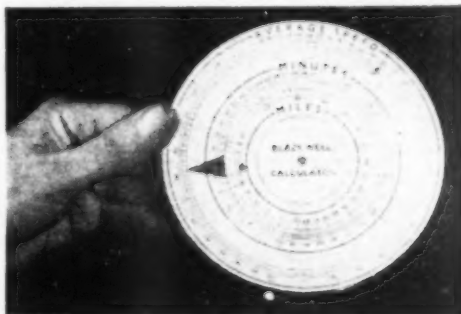
This concession makes the present price of petrol about 4s 4½d a gallon, or 4s 10½d for the super grade. The first ten-day allotment is available for motorists from this country at the Italian State Tourist Office, 1, Conduit Street, London, W.1.

AVERAGE SPEED CALCULATOR

HOW very often does it happen that one makes a journey of some odd number of miles in an odd number of minutes and then scribbles figures on the back of an envelope to work out the true average speed of the trip—usually wrong! H. A. B. Blackwell, Themetall House, Garston, Liverpool, 19c, has recently produced a neat circular dial average speed calculator which enables one to read accurately at a glance three separate items; the average speed of a run, the time necessary to cover a given distance at some definite average speed, and the dis-

tance which will be covered in a given number of minutes at a given average speed. The calculator is, therefore, not only useful to the normal motorist, but also is invaluable for competition and racing purposes. The price is 10s 6d.

The device consists of a large dial with scales of average speed and of minutes engraved upon it. In the centre is a rotatable dial, with a pointer, having a miles' scale engraved upon it. It is clearly engraved in black on thick white celluloid, and the figures are easy to read. To obtain a reading for average speed,



The Blackwell average speed calculator gives readings of three factors—average speed, the time necessary to cover a distance at a given speed, and the distance covered in a given time at any average speed.

NEWS and VIEWS

continued

the figure for the number of miles covered on the inner scale is set opposite the figure for the number of minutes taken on the middle scale. Then the pointer shows the average speed on the outer scale.

Transport Guide

TRANSPORT operators and users will have special use for *Transport Goods Guide*, a twice yearly publication of which the January, 1951, issue is now available. The main feature is comprehensive lists giving details of private and national services. The publishers are Associated Iliffe Press, Dorset House, Stamford Street, London, S.E.1. The price is 2s 6d, including postage.

Canada Clamps Down

ADDITIONAL duties against some British cars will be imposed after

June 1 by the Canadian Customs. After that date cars from overseas must not be sold in Canada at prices lower than those charged in the country of origin. Many small English cars have been sold in Canada for about £17 less than their price in the United Kingdom.

The Government's decision to impose dumping duties, lifted in August, 1948, to encourage British imports, is regarded as a victory for Canadian motor manufacturers. The new tariffs will serve to protect the Canadian motor industry.

Towards the Cape

ONLY a trickle of news of the trans-Africa Rally is coming from the mysterious continent, but the solitary South African competitor, J. Gleisner (Ford) arrived safely at Kano (Nigeria) after a fast Sahara crossing; he is reported to be worrying in case the increasing

cost proves prohibitive. C. F. Brush (Willys-Overland) broke down in the bush and made a five-mile trek for help. Most cars show damage from the difficult conditions, and drivers are finding the rally a strain in spite of what seems, on paper, a leisurely schedule.

Austria Tour

THIS year's M.C.C. Continental run will be to Austria from June 8 to 24. Those taking part will cross by night ferry from Dover on Friday, June 8. The route will be via Luxembourg, the Black Forest and the Bavarian Alps. After a week in Austria the return will be through Switzerland and France. Once again the M.C.C. is entrusting the organization to Autocheques. The closing date is March 31. Non-members can obtain full particulars from J. A. Masters, 26, Bloomsbury Way, London, W.C.1.

LIGHT FAILURE BY NIGHT: THE MOTORIST'S DUTY

LAWYER-ON-WHEELS writes: A case of very great importance to all drivers—especially in the months of winter—has come and gone unnoticed, so it seems (*Hill-Venning v Besant*, October 27, 1950). A man is driving his motor cycle along a straight, open road at night when suddenly all his lights go out. There is a flat grass verge level with the road. He does not wheel the machine on to the verge, but sets to work to trace the fault with the cycle close in to its left side. An oncoming motor cyclist fails to see the stationary machine and cannons into the back of it, with serious consequences. Are both parties to blame? Or is only one to blame? And if so which? Probably in every group of motorists the majority would attribute some part of the blame to the driver who had failed to wheel his unlit machine off the road. Yet, of the four judges who have had to consider this problem, the trial judges and one appeal judge have held the following motor cyclist (the plaintiff) entirely to blame. But our imaginary group in "The Steering Wheel" will want to know all the facts before passing judgment.

The road was the Hog's Back. It was dark. The defendant was driving along on his motor cycle when he suddenly found himself minus head light. He changed the bulb; no result. He then saw that the rear light was out, too. Evidently a wiring fault, therefore. So, with the machine near in to the side, he squatted on the verge and proceeded to investigate. In the far distance he could see an approaching head light, but he thought that he would have located the fault before the vehicle with the light arrived. In fact, he had not done so. The plaintiff, who, for some reason, was running with his head light dipped, ran straight into the stationary and unlit machine, having, the trial judge found on the evidence, neither braked nor swerved.

Mr. Justice Parker dismissed the plaintiff's action, holding that he was himself entirely to blame for what had happened. The Court of Appeal—Lord Justice Somervell dissenting—reversed that decision, holding the defendant one-third, and the plaintiff two-thirds, to blame—the plaintiff therefore recovering one-third of the assessed damages. As the clearest possible guidance to motorists arises from this decision, it is as well to consider in

a little detail the majority view of the Court of Appeal.

Lord Justice Cohen was not sure that it was reasonable for the defendant, since there was a flat verge available, to leave his machine in the road even only while he fitted the new head lamp bulb. But assuming that to have been reasonable, the position entirely changed, the Lord Justice said, as soon as the defendant discovered that there was a more fundamental fault to be put right. He ought then to have moved the machine on to the verge even if no light had been seen in the distance. "Anyone," said his Lordship, and here is the obvious moral, "who finds himself after lighting-up time with an unlighted vehicle on the road is negligent if he does not take any reasonable precaution to avoid an accident." What is reasonable depends on the circumstances. Here there would have been no difficulty in wheeling the motor cycle on to the verge. The defendant's position would have been different had the road been bounded by walls or ditches. Lord Justice Denning was equally emphatic, and to the same effect as Lord Justice Cohen. He would himself, he said (but he was not prepared to dissent on the point) have preferred to see the blame apportioned two-thirds against the defendant and only one-third against the plaintiff.

The Dissenting View

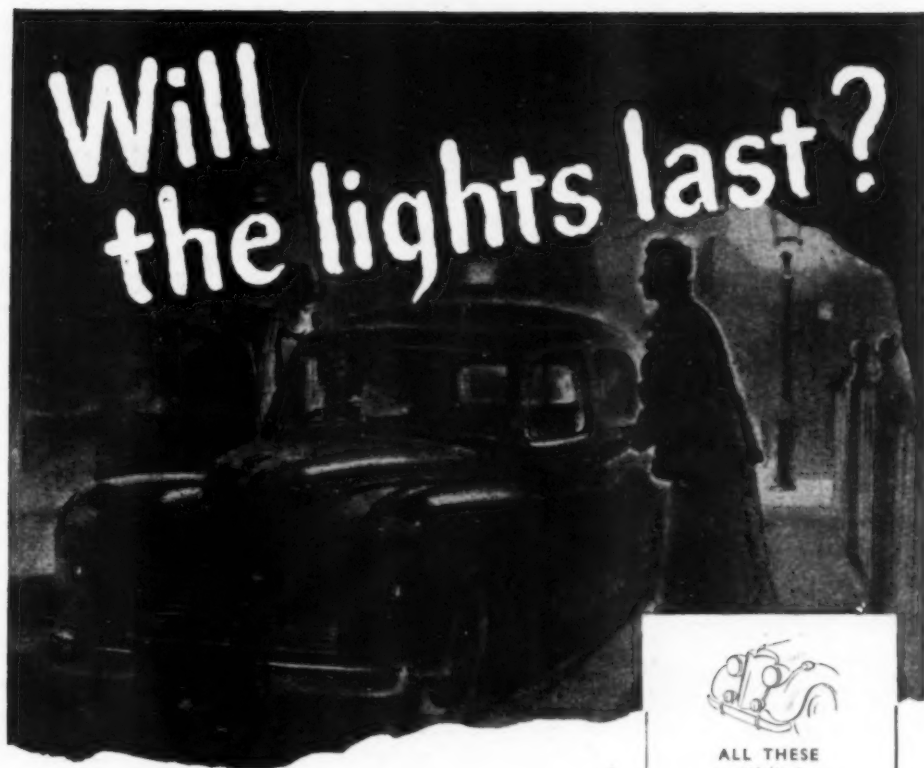
Lord Justice Somervell expressed the contrary view quite shortly: the defendant, he thought, was entitled to be acquitted of blame on the basis that he was plainly visible for a considerable distance on the Hog's Back to any approaching motor vehicle with ordinary head lights. The plaintiff was not keeping a proper look-out. And if he could not see well enough for the speed at which he was travelling, then he was travelling too fast in the circumstances.

Lord Justice Cohen concluded with a valuable piece of advice to motor cyclists: "True," he said, "the Road Transport Lighting Act, 1927, says in section 5(1) (c) that a motor cycle without side-car need not carry a light if being pushed along the road as near as possible to the left-hand side. But the fact that you cannot be criminally prosecuted for doing

that does not mean that you may not be held liable in a civil action if an accident results from your doing it."

An interesting contrast with this case is *Henley v Cameron* (November 22, 1948, 65 *The Times* Law Reports 17). This was recorded in *The Autocar* at the time. There the defendant's car ran out of petrol in a main road at night. Unfortunately it later ran out of battery as well. The driver consulted with police officers, which consultation did not result, as it might have done, in the car's being wheeled over the kerb on to the grass verge up a lane a short distance away. The car was left there unlit, with its front end slightly out from the kerb. Later, when no one was there a motor cycle combination crashed with its left side against the right side of the car. The driver was found unconscious, and later died. In that case, however, the majority of the Court of Appeal (Lord Justice Tucker—now Lord Tucker—and Lord Justice Singleton) held the defendant driver and the stationary and unlit car to blame. But in those circumstances they held him two-thirds, and the deceased only one-third to blame. Lord Justice Asquith, however, dissented. Admittedly, he said, the defendant was negligent in leaving his car like that; but he could not see that the defendant's negligence had anything to do with the accident, which the deceased combination driver had "the last clear opportunity" of avoiding. Lord Justice Asquith, therefore, would have held the deceased entirely to blame.

But these two cases, for all the divergent judicial opinions, surely convey the clearest message to motorists, and must put us all on our guard. If any motorist runs out of light at night he must at once see what he can do to minimize the danger which his unlighted vehicle constitutes (Lord Justice Denning). No point appears to have been made of it in the *Hog's Back* case, but the defendant had a pillion passenger. Suppose there had been no verge available—the defendant could still have neutralized the danger by getting his passenger to make a warning sign with, say, a handkerchief. And, as for car drivers, this cautious writer always carries a bicycle lamp in his car. How many of us, if a fuse suddenly blows and all the lights go, can find his way straight to the offending component and replace it.



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ON THEIR WAY

MONTE CARLO RALLY COMPETITORS LEAVE FOR THE SOUTH

THE weather—on which the adventure of the Monte Carlo Rally depends so much—was uncertain when competitors left the various starting points all over Western Europe. In Britain the mild spell had beneficently come north-east from the warm Azores, but in Europe unprecedented snowfalls in Austria, Switzerland and Italy had been followed by a quick thaw and disastrous avalanches, and every competitor was wondering if this parlous state of things would move west to embrace the *Massif Central* of France.

By the time this issue reaches the public the cars will be arriving on the Mediterranean coast. The first was due in at 6.34 a.m. on Friday and the last will reach Monte Carlo at something after 3 p.m. So at this precise moment many competitors are fighting their way over the mountains to the north of the Principality. The new section across the *Massif Central* was covered during Thursday night by most of the entrants, and by now there are no doubt one or two cars halted by the way-side while their drivers indulge in the time-honoured and bitter speculation which commences, "If only we hadn't..."

Eight competitors got away successfully from Oslo just before 11 a.m. on Tuesday; four Norwegians, three Danes, and one Swede. Main roads were reported cleared by snowploughs, but it was snowing gently and the forecast was bad, promising snow and sleet. The two British cars from this point are a Jowett driven by Johansson and Himsverk (Norway), and an Austin by Mourier and Hastrup (Denmark).

So far as Scotland was concerned, the rally started not on Tuesday but on Monday. For it was on Monday evening that the Royal Scottish Automobile Club entertained, with the usual lavish hospitality, the Glasgow starters to a grand evening of car films. The most topical of these was Maurice Anderson's personal



Police participation in the Rally is in the form of a Humber Super Snipe, driven by R. P. Minchin (Deputy Commander, Metropolitan Police), with co-drivers Skeggs and Teer of the police driving school. Assistant Commissioner Henry Dalton is wishing them luck.

record of the 1950 rally, but the highlight was the presentation to Alan Wallace, trials convener of the R.S.A.C., by a petrol company (Scottish Oils and Shell-Mex, Ltd.) of a complete film record of last year's international *Rept and Be Thankful* hill-climb.

So, steeped in the traditional good-fellowship that permeates the R.S.A.C. club-house under A. K. Stevenson, the competitors snatched a few hours of sleep before moving southwards on the first leg

of their 2,000-mile journey to the Riviera.

On Tuesday, thousands of Glasgow's citizens squeezed themselves into the limited confines of Blythswood Square, wherein were parked the 64 rally cars, the one absentee being W. G. Franklin's Lagonda. Mounted policemen and scores of R.A.C. and A.A. scouts were necessary to control the vast crowd, and when at 12.30 p.m. Lord Provost Victor Warren of Glasgow started his tour of inspection he was besieged by hordes of photographers, newsreel and television cameramen and, of course, by the real experts, the up-and-coming schoolboys.

E. H. Channon (Morris) was first off at 1.10 p.m., and threaded his way through crowded streets, no doubt anxiously scanning the fog that, already thick in the Clyde Valley, was threatening to spread inland. However, if fear he had, it was unnecessary, for south of Glasgow a winter sun presented a good augury. There were varying reports of climatic conditions. A wire from Grenoble stated, "Heavy snow under valley will finish in 36 hours," while R. E. Holt and S. Barsley received more favourable news from friends in France. Their car was equipped to fight the worst climatic conditions, but there were at least two crews who would find difficulty if they turned on their windscreen sprays during icy weather, for they had omitted to put anti-freeze in the water.

Best fitted vehicle appeared to be the Hillman Minx of M. B. Anderson and Roy Hesdig, winners these last two years of their class coachwork prize. It has taken them three years to plan and fit all the gadgets and safety comforts they carry. Their latest-type Lucas "flame-thrower" spotlights have micrometer adjustments. Among the amenities are a hot and cold water supply and (of course) a



Special fittings of note on the front end of W. M. Couper's Bentley are head lamp wipers, driven by twin speedometer cables, and a fog light on an extension arm, seen folded along the bumper.

MONTE CARLO RALLY—Wednesday news

cocktail cabinet carefully embossed with the red cross of St. George.

D. A. Anderson's Humber was like a perambulating chemist's shop with its rear window ledge crowded with copious medicines and vitamin pills. Its badges at the front were encased in a Perspex box. Most workmanlike, too, was Gordon Mackerracher's Austin Hereford, while R. E. Stokes' Ford Anglia carried two small spades made of extremely light hardboard. Incidentally, some of the cars carried many useful accessories, but to reach them with full load and on the road would be well-nigh impossible.

Drivers received a rousing send-off from Glasgow's citizens, and as the last car departed into the murky gloom of the winter afternoon, one portly elder standing beside the R.S.A.C. portals remarked to his equally rotund companion, "By God, George, that's adventure—with a capital A!"

From Scandinavia

To the sound of a broadcast commentary laid on by the highly efficient Swedish R.A.C., 69 competitors left Stockholm for the long trek south—first stops Jonkoping and Halsingborg. The weather was cold and clear with a temperature of 10 deg below, but the large crowd which gathered at the start kept themselves warm by cheering each car lustily. The seven non-starters were Nilsson and Andersson (Dodge), Bech : Volding (Citroen), Mrs. Nilsson (De Soto)—all ill—Andersen : Binau-Larsen (Hotchkiss), Svedborg : Hedenstrom (Citroen), Wallenius (Ford) and Hellman (Saab).

A German driver, Niedermayr, with the latest D.K.W.-I.F.A. from the Russian zone, received a last-minute telegram forbidding him to start. However, he refused to accept it as it was not sent by a recognized club, and started. Most of the Scandinavian veterans were in; there was Greta Molander in a very smart white Saab 92, complete with aircraft passenger seat. She was partnered by Cecilia Koskull. Greta had very bad luck last year and hopes to even the *Coupe des Dames* score by the time she reaches the finish. Wollert, who came fifth last year, is driving the

same 1939 Buick, while Nellesmann and Heick, the Danish aces, are both handling Fords. British cars were well represented, but no British drivers started from Stockholm. The 2½-litre Riley driven by Haskel and Wessel had its spare wheel mounted externally and what looked like a real bed in the place where the rear seat should be. The 1938 Ford V8 of the Dames, Petersen and Zahansen, seemed to carry no extra equipment at all, but boasted a Mercury engine under the bonnet; other British cars included a Jaguar 3½-litre, four Austin A.90s, one Austin Sixteen, a Sunbeam-Talbot 90 and a rather middle-aged but none the less potent S.S.I.

One of the six German entries was a diesel-engined Mercedes which sounded just like a No. 9 bus to Mortlake as it rumbled to the starting line; another was a 327 B.M.W. coupé, driven by Count Einsiedel, who struggled on valiantly last year after his co-driver in the Volkswagen had fallen ill. The roads in Sweden, although icebound in places, were good; nothing untoward was expected in Denmark unless it was caused by the new overall speed limit of 45 m.p.h. Evildoers who are caught in the act of travelling at more than 8 m.p.h. over will be delayed by the police for two hours, thus excluding them from the Rally. Motto: Drive gently in Denmark!

While the night was still black and damp Glasgow competitors reached Folkestone, some even arriving before 5 a.m. The R.A.C.-manned control on the quayside advanced its opening time and, by 7 a.m., about 20 cars had already checked in and passed through the Customs on to the *Dinard*. By this time the moon was showing as a white patch in the clouds and dawn had begun to break.

It was evident from competitors' expressions that, despite the night run, overall conditions had been good. Fog and mist had been encountered for a few miles after leaving Llandrindod Wells, but it had cleared without causing serious alarm. The most impressive feature of the run through Scotland, Wales and England had been the unexpected enthusiasm of the population, which had turned out to line village streets three deep. Flags had been

produced with which miners wearing lamps, envious enthusiasts, and school-boys had waved competitors on.

Not everyone, however, completed this leg without mishap. Near Penrith the green Austin A.70 of Mackerracher and Brooks had the windscreen smashed by a stone while following a twin rear-wheel lorry. A road scout 'phoned the Austin company on the car's behalf and, by "masterful work" on the part of Austins, a new screen was rushed south and fitted towards the end of their run. Among the really unfortunate, Ken Miller (Jowett) became one of the earliest retirements (contracting a blown gasket).

The equipment of rally cars varied considerably. Lawry and Smeeton's Javelin having four yellow head lamps and a small spot lamp, and a roof rack occupied by two spare wheels already fitted with chains. The Bristol driven by Newton and Bancroft was almost normal in appearance, its only extras being two head lamps under the front bumper. Many cars had not altered their lamps to comply with French regulations and were hurriedly being lacquered yellow on the way.

By the time full daylight arrived, spectators could hear themselves talk above the click and whine of cameras, flash bulbs were put away and nearly all cars were on the *Dinard*, waiting to set off over the sea—which seemed calm, at least inshore.

Fotheringham-Parker's Minx was reported at Sidcup to have left the road just south of Glasgow, but to have regained it successfully at the cost of a dented wing. Hoie's Jaguar suffered a little tyre trouble, refueled temporarily at a Kent garage.

Mrs. J. Cooke Retires

Wednesday morning news from the Monte Carlo section of the route indicated fog and ice in the mountains and bad luck for Britain. Joy Cooke, who has done so well in rallies, had been stopped by a broken distributor drive on her Standard. Worse luck had befallen Luizet and Boersma (Talbot); their car had had a minor accident and had later turned over, it was believed without serious driver injury. Four British teams starting from Monte Carlo were reported to have checked in on time at Berné, but Soukup's Bentley had proved a non-starter.

Copenhagen reported that all the Oslo and Stockholm starters arrived safely. Drivers found very slippery roads, but no serious accidents had occurred so far.

Weather conditions over Spain and Portugal were good, roads being normal. There was light rain as the cars left Lisbon, and the only non-starter was a Bentley (De Caralt). Later all 75 cars leaving Lisbon safely crossed the Portuguese-Spanish frontier.

No news had been received from the Palermo section.

Acceleration and braking tests take place immediately on arrival, and on Saturday scrutineering is carried out. On Sunday comes the regularity and speed test around the Monaco Grand Prix circuit, and on Monday there is a free day except for social activities. On Tuesday the *concours de confort* takes place, with the parade of cars up to the old palace for the prize-giving following on Wednesday; the official dinner is held in the evening.

Full story next week.



A. K. Stevenson, secretary of the Royal Scottish Automobile Club, starts off J. L. Finigan and co-driver, E. J. Morris, from Blythswood Square, Glasgow.



THE BELL TOWER
EVEESHAM



THE ALMONRY
EVEESHAM



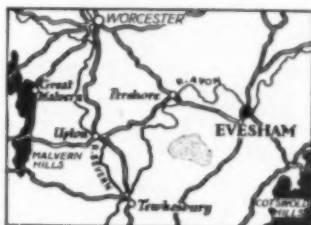
THE NORMAN GATEWAY
EVEESHAM

EVEESHAM

DRAWINGS BY RUTH COBB

Evesham, a Worcestershire market town set in the valley of the Severn and Avon, grew up around a medieval monastery, and still has many of the beautiful buildings of its earlier history.

The 16th century bell tower is an example of the lofty Perpendicular style which evolved through the centuries from the sturdy Norman; the gatehouse and gateway are a blend of stone and the timbered work for which the western Midland towns are famous. In the top right picture is the old almonry.





Dawn on the Arizona desert, with the Rolls-Royce at rest by one of the tall cacti which stand sentinel over an empty world.

International

TRANS-AMERICA IS THE BEST BRITISH

I HAVE decided that next to being married to a very rich man the best thing is being married to a man who represents some of the world's finest car manufacturers; for although my husband is certainly not a rich man, I have some wonderful trips at the wheel of the very best cars.

The most recent was a trip from Los Angeles to New York in a new Silver Wraith Rolls-Royce and the return in a superb Saoutchik-bodied Talbot-Lago Grand Sport convertible. My husband and I naturally had great respect for the workmanship and the reputation of Rolls-Royce, but on this 3,500-mile trans-continental journey we learned through experience that even a large R-R. limousine is an exciting car to drive, and that it not only provides the utmost in comfort but is also a very, very fast car under all road conditions. We returned from this trip rabid Rolls-Royce enthusiasts.



Above : At this spot in Arizona there is a monument to Tom Mix, who died in a car accident. The smaller, sealed beam head lamps fitted inside the Rolls-Royce's own lamps, to comply with the law, can be seen. Below : Even in the pouring rain, the citizens of Ronoake, Virginia, were curious about the exotically bodied Saoutchik cars. The Delahaye was a temporary companion.





Rail fences and rolling pastures of a farm in Virginia.

Performance

AND FRENCH MANNER

The spectacular and exotic Saoutchik Talbot (which actually carries a bigger price tag than the Rolls-Royce) had an even higher degree of performance but could not equal the Rolls-Royce for workmanship and sheer "quality." On the other hand, it must be admitted that few coachbuilders can approach the vivid and flashing lines which this old and respected French firm give to their products.

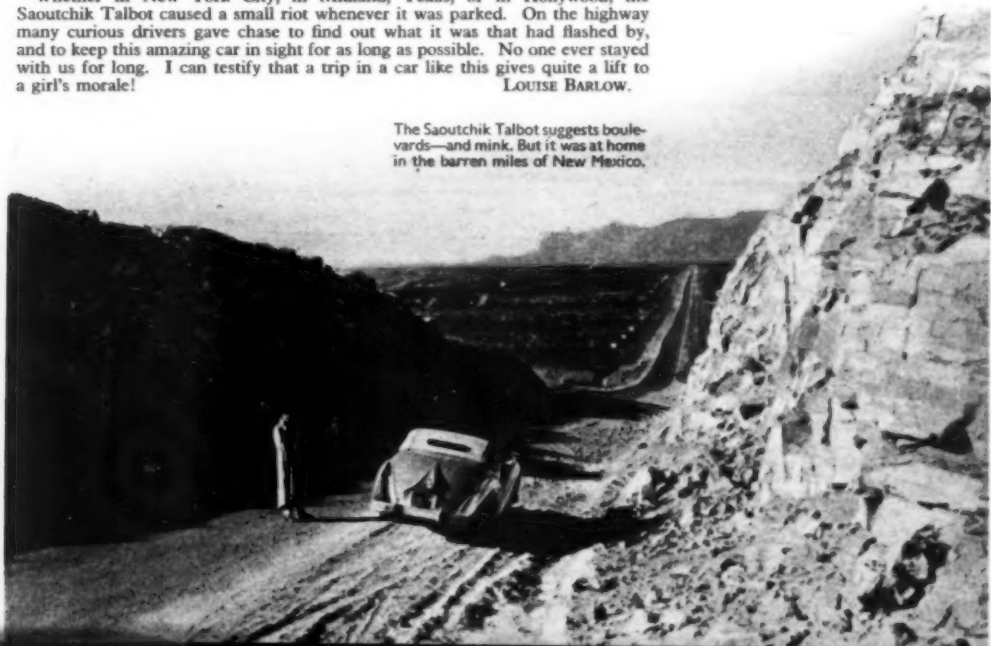
Whether in New York City, in Midland, Texas, or in Hollywood, the Saoutchik Talbot caused a small riot whenever it was parked. On the highway many curious drivers gave chase to find out what it was that had flashed by, and to keep this amazing car in sight for as long as possible. No one ever stayed with us for long. I can testify that a trip in a car like this gives quite a lift to a girl's morale!

LOUISE BARLOW.

The Saoutchik Talbot suggests boulevards—and mink. But it was at home in the barren miles of New Mexico.



One of the Civil War cannon of the Mississippi river batteries at Vicksburg still occupies its old site. Below: Refreshment for a thirsty traveller at a wayside spring in the Blue Ridge Mountains.



Tomorrow's Transport?



Harley J. Earl, General Motors vice-president in charge of styling, looks over the full-scale model of Le Sabre, an experimental sports car that will be a "laboratory on wheels" for testing advanced design and mechanical features when completed.

GENERAL MOTORS TRY NEW IDEAS IN A LAVISHLY CONCEIVED EXPERIMENTAL MODEL

MANY motoring enthusiasts amuse themselves by sketching out ideas for the car of the future, but America's General Motors Styling Division periodically tries to build the car of the future as a form of long-range investigation.

As the greatest industrial organization the world has ever seen, General Motors can afford to employ people to do nothing else but have ideas, which may or may not prove practicable.

The result of four years' work by the long-range planning engineers has just been revealed. Known as Le Sabre, this is an experimental car which in style and specification represents a considered interpretation of the features which may be found on the cars of 1960. Its immediate function is to act as a laboratory-on-wheels to test mechanical and styling features for possible future application to production models.

The car is a slick, low-built three-seater convertible with styling clearly derived from jet aircraft practice. It will be powered by an experimental V-eight engine designed by Buick engineers, having a 10 to 1 compression ratio in conjunction with a supercharger. This combination is rendered feasible only by the use of a dual fuel system. Normally the engine will operate on current premium fuels which in America are now rated at over 90 octane, and for extra power methyl alcohol (methanol) will be injected through the carburettor. With a piston displacement of 215 cu in (3,533 c.c.) the engine is expected to develop over 300 b.h.p. for a total weight of over 500lb. It is a "square" engine, with bore and stroke of $3\frac{1}{2}$ in (50mm).

Layout of the main mechanical components follows a trend already discernible in Europe. Transmission is through a Dynaflo torque converter of special design carried at the rear just ahead of the differential. The transmission housing is mounted on the

frame and the rear brakes are mounted inboard on each side of the differential. Road wheels are of only 13in diameter.

A conventional chassis frame is used but special attention has been given to weight reduction. Heat-treated magnesium and aluminium alloys are extensively used, for both the power unit and the body panels; as a result the total weight of the car is not expected to exceed 3,000 lb. This, coupled with an available 300 horsepower, obviously gives a performance potential of far beyond the limits imposed by present-day roads and traffic, even in America.

Ingenuity

Detailed equipment is full of ingenious features. The air intake grille at the front is mounted on pivots and carries on its rear face the head lamps. When the lamps are switched on the grille revolves out of sight and the head lamps swing into place. The main air intake is below the ornamental grille and conceals a radiator with an aluminium core. The rear end treatment extends the tail fin motif already seen on the Cadillac and inset in each fin are tail lamps and direction indicators. Reversing lamps are recessed in the bumper below the fins. The twin tail fins house 20-gallon aircraft-type

rubberized fuel tanks, one for petrol and the other for methanol.

The instrument panel houses an impressive array of dials, meters and control knobs which give it the air of a bomber aircraft rather than a car. Apart from the normal instruments it includes such aircraft features as a tachometer, compass and altimeter; there are also indicators for engine oil temperature and torque converter fluid level and oil temperature.

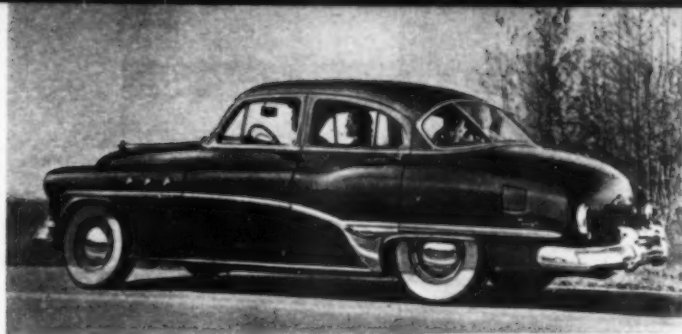
Door locks are operated electrically but in the event of battery failure they can be worked mechanically. A feature new to America but common on high-class British cars is four-wheel power jacking controlled from the driving seat. Seat adjustment is also carried out electrically. Besides a normal heating system circulating warm air, there are thermostatically controlled seat warmers based on the principles used in electrically heated flying suits.

The car has an electrically operated convertible top and there is a sensitized spot between the seats which reacts to the presence of moisture and will automatically raise the hood should it begin to rain when the car is parked in the open. Independent suspension is used at both front and rear and another departure from American practice is the use of a 12-volt electrical system.

A simulated tail cone and prominent tail fins inspired by jet aircraft are striking design features of Le Sabre. Now under construction, the car is shown here in its full-size plaster model form, exactly as it will appear when completed. The stop light is in the centre of the tail cone. Although the body is only 3ft high, Le Sabre has a standard ground clearance of 6in and a 115in wheelbase. Air scoops over the rear wheels cool the rear brakes and ventilate the battery compartment.



Buicks for 1951



A new popular model designed to consolidate Buick's footing in the low-price market, the latest Special has new bodywork and chassis frame. Engine size is increased from last year, and Dynaflo automatic transmission is optional.

REVISED SPECIAL SERIES TO CONSOLIDATE ADVANCE INTO THE MASS MARKET

WITH a total production which exceeded half a million cars in the year, the Buick division of General Motors scored one of the outstanding successes of 1950. This immense output gave them third place in the American industry behind Chevrolet and Ford. They were aided partly by a long-drawn-out strike in the Chrysler factories at the beginning of the year which curtailed production of the Plymouth, normally the industry's third best-seller.

The 1951 programme provides three main series of cars, the low-priced Special, the Super and the luxurious Roadmaster, and they are available in a variety of body styles which give a total of 18 different models.

The Special, which is the big seller, has a new body and chassis frame for 1951 and is now fitted with the same 4,309 c.c. straight eight engine as is used on the Super, whereas the Special engine was previously 2.4mm smaller in the bore. The Roadmaster has a larger straight eight power unit of 5,243 c.c. Compression ratios and power outputs vary according to whether the car is ordered with synchromesh gear box or Dynaflo torque converter, but the great majority of buyers pay the extra charge for the automatic transmission, and it is in any case standard on the Roadmaster. The smaller engine gives from 120 to 128 h.p. and the Roadmaster develops 152.

Restrained Front

Chief styling feature is a departure from the aggressive grille-cum-bumper used on the 1950 cars. This inspired witticisms about the need for a bumper - to - protect - the - grille - that - protects-the-bumper, although it was based on a sound idea. The principle of combining grille and bumper in one strong assembly is retained, but in a more graceful form. The deep steel wrap-round bumper now has two big circular buffers above it, called "bombs" by the stylists, and bolted to the back of the bumper are the 25 grille bars. These are of stamped steel and not die cast, so they are not likely to break off under impact.

Second style feature common to all models for this year is the massive rubbing strip along the side, previously confined to the Roadmaster.

Chassis design follows previous practice, with coil spring independent suspension at front and a rigid axle at the rear, located by radius arms, with suspension by coil springs. The Roadmaster brakes, however, incorporate an interesting modification derived from Buick experience in building tanks during wartime.

All brakes are of the duo-servo type, in which the leading shoe generates a self-wrapping action which is utilized to increase the pressure on the trailing shoe, and they are, of course, hydraulically operated. On the Roadmaster, the linings are split into a series of short segments cemented on to the shoes, with substantial air spaces between the segments. The reduction in lining area available within a given size of brake is compensated for by the better cooling obtained. It is also found that the multiplicity of leading edges on the lining sections provides a self-cleaning action which helps to prevent scoring of the drums. There are three sections of lining on each shoe and those on the trailing shoe are longer than those on the leading shoe, with the object of equalizing the rate of wear. This is because in the duo-servo arrangement the secondary shoe does a greater proportion of the work.

Optional on all models is a new tinted safety glass known as E-Z-Eye. It has a blue-green tint which reduces sun glare and is said to effect a 45 per cent reduction in the radiant heat transmitted to the interior of the car via the windscreen and windows. The special windscreen has a darker green glare-reducing band at the top, which merges

gradually into the standard tint of the glass lower down. Seats formerly had a wool pad on top of a foam rubber overlay but everyone knows what has happened to wool prices and the latest arrangement on the Roadmaster is a fine foam pad on top of a cellular foam overlay. Foam rubber is also used in the back rests on this model for the first time.

All three series are now available with convertible bodywork having automatic folding heads and push button control for the windows. The automatic window lifts are also available as an extra on saloons. There are also station wagons and hard-top coupés, and a new addition to the Special series is a three-passenger business coupé.

In 1950 more than 425,000 Dynaflo transmissions were built, which enabled Buick to claim that for the second year in succession it had sold more cars fitted with automatic transmissions than any other manufacturer.

Buick Specifications

Engine.—Special and Super: 8 cyl. 80.9×104.7mm, 4,309 c.c., 120 h.p. on 6.6 to 1 compression ratio, 128 h.p. on 7.2 to 1. Roadmaster: 87.3×109.5mm, 5,243 c.c. 152 h.p. at 3,600 r.p.m. on 7.2 to 1 compression.

Transmission.—Dry single-plate clutch and synchromesh gear box or Dynaflo torque converter with two-speed planetary gear. Torque tube drive, hypoid axle.

Suspension.—Coil spring independent front, coil springs with radius arms and rigid axle at rear.

Brakes.—Hydraulic with duo-servo shoes. **Dimensions.**—Special and Super, wheelbase 10ft 1½in. Overall length, 17ft (Super Riviera wheelbase, 10ft 5½in). Roadmaster wheelbase 10ft 6½in or 12ft 10½in.

Distinguishing feature of the 152 h.p. Roadmaster, Buick's most luxurious car, is the line of four "portholes" on the side. Special and Super series, with the smaller engine, have only three. This is the hard-top coupé, a popular American style which Buick were among the first to adopt.





Primitive transport in Tuscany, where old ways persist.



THE AUTOCAR.



FROM NORTH

WITH petrol expensive in France and Switzerland, and about 4s 4d, ordinary, or 4s 10d, super, for the tourist in Italy; with other costs increased to the British motorist through devaluation, and with a limitation on currency, an Italian tour of any length would seem a formidable plan. But by keeping an eagle eye on the exchequer (which does not necessarily mean too austere a vision) a party of three (or, with care, even two) can still go down the Mediterranean coast and back a different way. If three or four are sharing expenses a run into Sicily can be added—provided, of course, that the car does not use too much petrol and that the passengers are content with modest hotels and restaurants.

Perhaps, then, a brief description of the rather lesser-known central and southern sections of such a trip may be of interest. From San Bernardino, via Turin and Genoa, to Villa San Giovanni (ferry-boat station for Messina, Sicily) was roughly 1,020 miles; back via Florence, Bologna and Milan to Iselle (near Domodossola), 900 miles.

Once Genoa was behind we kept, in the main, to the Mediterranean coast road; incidentally, all the *autostrade* are very good (though few carry more than two lines of traffic), and it was only below Naples that roads of a lesser quality were occasionally met. Colourful Santa Margherita,





On the autostrada south of Naples the country bathes in the clear sunshine. Above: A sturdy Tuscan girl. The speech of Tuscany is thought by many Italians to be the most pleasant of the tongues of Italy

TO SOUTH IN ITALY

SICILY

By LILIAN GRAY, F.R.G.S.

Rapallo and nearby Portofino were old haunts of ours, but we still had a fair way to go and new fields to explore. So we went on, going inland at Sestri through wild, rocky country before dropping down to the sea again at La Spezia. Soon after came Pisa, with its fantastic leaning tower and treasure-filled 12th- and 13th-century cathedral and baptistry.

The first distant glimpse of the dome of St. Peter's is always a thrill but, as Sicily was the objective, Rome could not be a stopping place in Holy Year on account of its hotel charges. But the Eternal City always beckons strongly, and even a few hours were better than nothing. The Colosseum, Capitol Hill and the remains of the Roman Forum are close together, while Vatican City and the "yellow" Tiber are near neighbours. Roman traffic, by the way, is apt to be a law unto itself, and disgruntled British drivers have been heard to mutter that, "Rome would be better if there were not so many old ruins cluttering up the place!" Though most emphatically not agreeing, I admit that one needs to stay there awhile before its spell gets really binding.

It was rather difficult to decide on the next part of our journey. The famous *Via Appia* would take us direct to Naples over typical *Campagna di Roma*, but by going

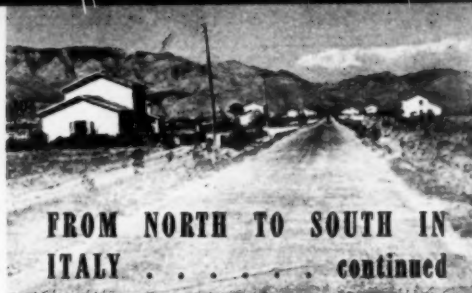
along the slightly longer *Via Cassina* we should pass under Monte Cassino, and by the former Allied H.Q., Caserta Palace. We chose the latter. Cassino itself was flat, scarred and uninteresting, and the Monte looked better from afar. Soon a new monastery will dominate the landscape, however, for much work has already been done through the lavish American hand of a new convert, Mrs. Clare Luce.

"See Naples and die" must have been coined by some fanatical Neapolitan for, to be honest, the city is not as beautiful as all that. But the hill-encircled bay certainly is, and a drive along the coast road to Salerno (with no apparent trace left of the landing), with its many curves—locals say there are 1,200 between Vetri and Sorrento alone, but I gave up counting!—and ups and downs, is equal to that along any of the other riviera roads of Europe. But do not expect to see Vesuvius flaming. True, it is active occasionally, but puffs of sulphur are all you are likely to get—if that.

Much more impressive, we thought, were the boiling volcanic workings at Solfatara—it was queer to feel the hot earth pulsing beneath one's feet. The sea being calm, a visit to romantic Capri proved an unmitigated pleasure: only good sailors can enjoy that two-hour trip if a swell is running! We were lucky even round by the under-

The aqueduct by which the great builders of Rome brought water to the city has left a noble line of ruins across the Campagna Roma. Right: A group of 12th-century pillars in the church at Monreale in Sicily shows the varied influences of past architecture.





FROM NORTH TO SOUTH IN ITALY continued

current-lashed Blue Grotto—surely one of Nature's wonders, with its waters of an incredible translucency.

A climb up Vesuvius (if interested and energetic enough—which we were not), and a visit to Pompeii are both done from the 23 km toll road that runs from Naples to the excavated city. (Specimen charge, about 45 8d for a 10 h.p. car.) Really to appreciate the tragedy which overtook Pompeii in the year A.D. 79 one should brood over the findings—civic, domestic and human—in the restored museum at the site as well as see the fine excavated works of art in the National Museum, Naples. Look, too, for the chariot ruts by the wet-weather stepping-stones, and reflect on the thousands of wheel turnings necessary to make those grooves in such hard stone.

After Naples we knew we should be entering different country—not only because the vegetation changed from a mixture of north and south; from cypresses, pines and

blossoming trees to orange and lemon plantations, almond, walnut and sweet chestnut trees, as well as the ever-present olive groves and vineyards—but also because we were going to pass through the problem area of Italy, through a poor land sadly neglected; where poverty was rife and the men have seized land from absent landlords.

It had previously been suggested to us that we stop at Cosenza for the night (it is about 200 miles from Salerno to this chief town of the fig-producing region) and though, despite pessimistic prophecies otherwise, we saw a few small hotels at which we would not have minded staying, we kept to our plans so as to be not too late next morning at Villa San Giovanni. The ferry is primarily for trains, so cars are tucked in beside the coaches. It has an excellent bar and lounge, but such luxuries were not for the peasants who filled the lower deck. Most of the women there wore the more ordinary voluminous black skirts and blouses, with white kerchiefs on their heads, but at San Eufemia, in Calabria, we had been fortunate enough to see the now rare local dress of red, white and black.

The 166-mile run from Messina, bravely rebuilt after the earthquake of 1908, to Palermo was most enjoyable. The road, though not category one except from Messina to Capo d'Orlando, is quite good, and gives lovely views across to the Lipari Isles. But everything in Sicily delighted us. For one thing, it was refreshing to see so much sub-tropical greenery after the relative bareness of

the Calabrian heights. Moreover, some of the little towns we went through, perched on headlands or slumbering by gentle bays, were very attractive and enticing.

At Palermo we decided not to go all round the coast this time (for most definitely there will be another for us in this "Land of Eternal Spring"), but to make the capital a resting place for a few days, and to potter from there. We found it a pleasant city, with good shops, restaurants, cinemas, and so on. Trolley-buses, cars, lorries, cycles, horse-drawn *cavrossi*, elaborately painted Sicilian carts, and ditto little donkey outfits made the life of the Sicilian capital in keeping with the colour and vitality of the Sicilian people.

Although there is evidence of Saracen and Norman conquest in many pieces of architecture, we found little in Palermo to give a long-ago atmosphere except the exquisite, mosaic-encrusted Palatine Chapel in the *Palazzo Reale* (A.D. 1132), and the tiny, mosque-shaped but Norman church of *San Giovanni degli Eremiti*. In the cathedral of Monreale, a few miles outside, are some more early 12th-century mosaics claimed to be among the finest of their kind in the world—and some cloistered pillars which are veritable "poems of stone."

One of our trips was out to the well-preserved Greek temple at Segesta (middle 5th century, B.C.), and another was across to ancient Agrigento, on the south coast. (I



The coast road is built out over the rocks and sands on a viaduct at Arnali.



Early morning, for the view of the lovely Ponte Vecchio over the Arno at Florence, a famous example of the built-up bridge of the old times. Right: A street in Pompeii. Some say that the stones were stepping-stones for pedestrians, but there is also a theory that their narrow gaps discouraged dashing driving by the charioteers. Below, right: Under-side of the splendour—a back street in Naples.

ought perhaps to add that it was the writer's insistence which determined a visit to *both*. More reasonably minded souls would, in the circumstances, probably be content with one.)

The run across mountainous country to Agrigento made us realize, however, that climatically and geologically the interior of the island is tougher than the sub-tropical coast. The same impressions were gathered when going from Palermo to Syracuse and Catania (262 miles)—the former for the unique Greek theatre, and the latter mainly because it was on the way to Messina. From Catania, too, is a fine, twenty-mile road, opened in 1935, which comfortably took us 6,000 feet up the slopes of volcanic Mount Etna, with beautiful panoramas below. But we did not climb to the 10,835 feet summit, for that would have involved mules or many hours of Shanks' pony. Instead, we rejoined the Messina road, pausing (of course!) to visit the Greek-Roman theatre on its cliff top at superbly situated Taormina, and admire the renowned view across to Mother Etna.

On the return journey we retraced our wheels as far as Cosenza and then, instead of taking the coast road, continued inland. We rather missed the sea, but found compensation in the rugged scenery and picturesque, if squalid, villages. From Naples we came back via Siena, Florence, Bologna and Milan—seeing as much as we could of the two former historical cities but sparing but a few hours for the latter. Our last linger was on the shores of lovely Lake Maggiore; our last *arrivederci* at Iselle.





On the flats at Pentewan, a little port in St. Austell Bay and near Mevagissey, Cornwall. This is a popular camping ground with a fine beach. The views from the coastal road across the bays and headlands are striking.

Caravan Topics

By E. A. SISSONS

A CAR and a caravan . . . what a grand combination! The mobility of motoring with the freedom of camping. Just the thing for a real break—the car as the magic carpet and the caravan the mobile hotel. No better change could be possible, provided the right caravan is used and suitable sites are chosen. To those lucky people who are planning such a holiday I would, without any presumption whatever, offer a few words of counsel, for I have seen holidays completely spoiled for the want of a little care in preparation.

If you are hiring a caravan and you are inexperienced, go first to a reputable dealer, but in any case don't decide upon a large and heavy caravan just because it looks like home and the lady falls for it. Large caravans are all right for living in and for occasional towing, but on holiday can be the very Dickens. They restrict mobility, make access to sites difficult, are a strain on the car and the driver, and on soft ground can be as obstinate as an Irish donkey on market day. In hilly country, in the hands of a novice, they can be a real menace. For holiday use the motto should be lightness before lavishness. A single-panelled van is quite suitable, and the main requirements are comfortable sleeping accommodation, adequate cooking facilities, and reasonable toilet amenities. Palace hotel comfort is not necessary. "Making do" on a camping holiday is all part of the fun.

On the Panel

WHEN holiday touring with a caravan one is liable to get on to narrower roads than one is normally

accustomed to, especially in Wales, and where they are cut out of the solid rock, as many are, it is the easiest thing in the world to damage the panels or to pull off a window or door louvre. The main cause of this trouble is the number of motor coaches met nowadays on even the narrowest of roads. By virtue of their bulk and weight they easily crowd you into the side. Usually the manoeuvre has to be done very quickly, and it is then that the damage is done. I've had my lesson; I know better now. When I see the approach of a coach I pull into the side as near as I dare, and if there is nothing behind me, I stop. I then let the coach pass me, and invariably I find that it slows down to a mere walking pace. Whether this is because, since it is the moving object, it would be liable for any damage sustained I wouldn't know, but this manoeuvre seems to spell safety.

Braking

EVERY caravan over the weight of 2 cwt must be fitted with independent brakes which are capable of being operated by the car driver, or actuated by the caravan over-running the car (the usual practice), and must also have independent control when uncoupled from the car. It is in this latter provision that many caravans are unsatisfactory. Levers are weak or have small leverage, are badly positioned, and in some cases operate in such a way that in an emergency the brake could not be applied. It is sometimes necessary to unhitch the caravan on an incline owing to failure on a hill or when camping on sloping

ground, and the brake is then required to be operated manually. It is in such adverse circumstances that usually the brake is found to be ineffective. For this emergency (although prevention should be the aim of every caravanner) a block of wood—two blocks for real safety—should always be carried to act as chocks under the wheels. These are also very useful when manhandling the caravan on the grass—for zigzagging same into position by using one block alternately (first left, then right) under the wheels. They are also useful for placing under the jack in the unfortunate event of a puncture happening in a field, and for use under the corner jacks on uneven ground.

'Ware of Wind and Mist

DON'T camp too often on high ground. Mist is inclined to hang about the hills and you imagine it is the same everywhere. I remember being marooned in the caravan for three whole days on the cliffs high up over Clovelly by thick mist, when later we found that down on the sea level it had been perfectly clear and enjoyable. Study the direction of the wind when camping, and choose a position on the lee side of a hill or trees, with the back to windward. For five days we were exposed to the fury of an Atlantic gale at Morthoe in North Devon when, by moving to Coombe Martin, a few miles round the corner, we could have enjoyed calm and peacefulness. The effect of this move on our enjoyment was remarkable, although in the ordinary way the site at Morthoe is perfect.

THE AUTOCAR, JANUARY 26, 1951

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In sports car form, with the ultra-light wings originally fitted for Spa; they came from a Le Mans Delage.

TALKING OF SPORTS CARS

No. 334

HORSFALL LEGACY

TRANSFORMED SPEED MODEL IS A MONUMENT TO A SKILFUL ENGINEER AND BRAVE DRIVER

WITH only moderate fear of contradiction it may be claimed that in one of its life leases the Aston Martin here reviewed was a faster car than any other Aston Martin ever built, before or since, although strictly speaking the evidence to support this is another story, because at the date in question EML 129 was in racing trim. And this is definitively a sports car feature. Nevertheless, the academic interest of such a matter being powerful I shall allude to it again in its proper place.

The authorities consulted were hazy about the car's early history, although it is known that EML 129 left the Feltham factory as an ordinary 2-litre Speed Model with two-four-seater body, and was owned by a subject named Strutt. From him it passed to Speed Models, Ltd., who, in 1939 or thereabouts, embarked upon a costly and ambitious conversion to what a later generation would know as Formula B form; it may therefore be deduced that Speed Models' staff included an uncanny formula diviner. On the natural—as opposed to supernatural—side they lowered and shortened the frame and replaced thereupon a light, slim body suitable for what Sir Walter Scott called "hardy sports and contest bold." The Aston emerged some two inches lower and six inches briefer than stock, and, of course, quite transformed in appearance. The oil tank, which in its normal inter-dumb iron position would have given prohibitively poor road clearance with the chassis at its new elevation, was switched to the passenger seat, the latter being cowed over to reduce drag.

The next owner was Tony Rolt, who in turn sold out to the late Jock Horsfall. Jock started again where Speed Models had left off, his target, like theirs before him, being the development of a genuinely potent racing car—something, indeed, not greatly inferior to the fabulous Dixon Rileys on which Horsfall had himself worked pre-war under the maestro's guidance.

I have a letter written by Jock in January, 1948, to Gordon Sutherland, now A.M. Owner's Club president, whose Aston Martin associations are well known. At the stage then reached, i.e., fully stripped, compressioned for dope and with an Amal carburettor to each of the four cylinders, the machine was doing zero to sixty in 7½ sec and standing quarter-miles in 14½ sec, reaching 88 m.p.h.

at the end of the quarter. This Jock considered "all the more encouraging because I have not exceeded 5,000 r.p.m.," although the special connecting rods were putatively safe for seven thousand. "The maximum speed," to quote again, "should be around 140 m.p.h. Acceleration is about equal to that of the E.R.A. I used to drive"—meaning the Rolt car, R5B, alias Remus.

Out for Maximum

At that time the engine had been only roughly assembled for testing and it was known that the pistons fitted gave differing compression ratios. The acceleration times quoted were no flash in the pan, the variations over repeated runs being in no case greater than a fifth. (These performance figures, taken on dope and with the car stripped down to an overall weight of about 16 cwt, are perhaps less irrelevant in T.O.S.C. than they seem, for they may well serve as a useful guide to other Speed Model owners contemplating the extraction of absolute maximum power.)

Three months after penning the above letter to Sutherland, Jock and the Aston turned the Luton Hoo course in 79 sec dead, making fastest unblown time irrespective of class (for comparison, out and out f.t.d. was Bob Gerard's 74.4 on the 2-litre E.R.A.).

As so often happens when a perfectionist like Horsfall goes to work on a car,

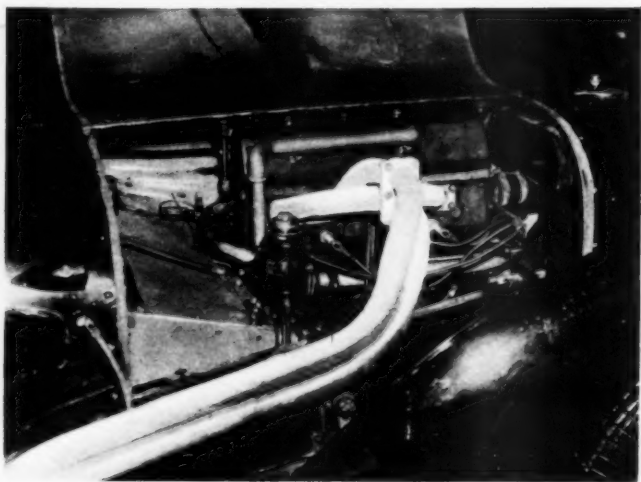
there was an almost ludicrous disproportion between perambulatory and bench-bound man-hours. On and off, mostly on, he devoted two years to getting EML 129 the way he wanted it, yet as far as I can remember or discover he ran it only twice in competitions—once at Luton Hoo and the other time at Spa in 1949, when he drove single-handed to second place in his class (behind the Ferrari of Chinetti and Lucas, which covered the greatest distance of any car in the race) at 76.25 m.p.h. average.

Thus, about four-fifths of Jock's back-room hours were given to making a racing car more so and the remaining fifth to converting it back to sports form in readiness for Spa. Among the tasks entailed by the secondary conversion were the fitting of the ultra-light aerofoil wings seen in the accompanying pictures (these came off a Le Mans-type Delage), re-compressioning for the standard fuel obligatory at Spa, substituting two carburetors and a normal manifold for the Amal quads, installing an enormous thirty-gallon fuel tank and adding lighting and silencing gear.

Although this latter series of operations took a deal less time than the original up-output to 125 b.h.p. level, it was carried through with the same consummate thoroughness and attention to detail, with the salutary result, from where the private entrant-driver sat, that he covered nearly fifty miles more in the 24 hours at

The cockpit as it now is. A more ambitious windscreen is projected.





The exhaust is arranged as a dual-pipe system, one pipe taking off from the end cylinders and the other from the centre ones, giving equally spaced impulses in each of the pipes.

HORSFALL LEGACY

continued

Spa than the works 2-litre Aston with i.f.s. chassis and aerodynamic coupe body.

"To make sure it's done properly, do it yourself," was the first tenet of the Horsfall creed. He practised this as well as preaching it. When, for example, the A.M. factory lent him a mechanic to help prepare EML 129, the poor *bloque* confessed on returning to Feltham from the Horsfall knott-ranch at Dunwich, Suffolk, that his six weeks' stay had been almost exclusively dedicated to cleaning the thing.

I have no check on how much non-competitive road motoring Jock did on EML 129, but I know he ticked up a mort of miles. Every run he took on that car was a race rehearsal, combined with a merciless fault-finding essay. Many were the all-day blinds he undertook, staggering the averages he set up between widely separated points. Having put the job together like a watchmaker he would drive it as though his one desire was to smash it irreparably. Just down the way from his Suffolk place, I remember, was an open curve connecting two straight stretches of by-road across flat and hedgeless heathland. When suspension and steering experiments were afoot he would practise taking that one bend for hours at a stretch. If, as sometimes happened, the Aston spun out at eighty and sliced a swathe through the surrounding heather, well, something wasn't quite right... so back he'd go to base, try another combination of shocker settings, tyre pressures and what-have-you, then start all over again. In the aggregate these local workouts must have piled a mile on to to EML 129's meter.

Whichever way you turn in an inspection of the brave old Aston you come across fresh little evidences of its former owner's fanatical insistence on detail perfection. The steering arms are just one case in point. He carved them from the solid with his own hands. Relieved in just the right places, and none of the wrong ones, they are precious ounces lighter than the standard article, yet it

doesn't need a stressman's brain to recognize their impregnable strength. Suspension is something else over which he mulled interminably. EML 129's spring dampers are one of a score of features that set the car apart from every other pre-war Aston: both pairs are hydraulic, fronts by Girling, backs by Rolls-Royce.

Present and Future

After Jock's death the car was sold to its present owner, Ernest Stapleton, a long-standing connoisseur of the *marque* and a luminary of the Aston Martin Owners' Club. Stapleton was lucky to acquire this monument to the skill and patience of perhaps the greatest figure in A.M. history, and he knows it. So does his wife, Betty, who takes turns at driving EML 129 in speed events of one sort and another. Stapleton has so far left well alone, in the main, but a few weeks back the Aston was in process of being fitted with a straight-across screen, which will in turn form the frontal anchorages for a skimpy hood. The intrusion of such furnishings may not be wholly in keeping with the stoical Horsfall tradition, but Horsfall, after all, was a bachelor. In any case one impugns Betty's toughness at

one's peril, for she alone, to the best of my knowledge, has ridden far and fast in all weathers in the passenger seat, which is not a seat at all but the aforesaid oil tank, all 34-gallonsworth.

Naturally, in surmounting such a bulky container, the passenger takes all the wind and rain and muck there is going, right on the frontispiece. This, Mrs. Stapleton now admits, is taking things rather beyond a joke, and Friary Motors, of Windsor, who maintain the car these days, are accordingly fangling a new lower position for the oil tank, down among the feet.

Between them, the Stapletons had a busy and not unsuccessful season in speed events last year, competing at Prescott, Castle Combe, Silverstone, Brighton and elsewhere. The M.C.C. Silverstone meeting in September was their most rewarding day, with Betty making fastest time in her class in the high-speed trial and Ernest winning a five-lap scratch race and ranking second in the winner's handicap over the same distance. At Brighton, where distinction is not drawn between sports and racing cars in the ladies' event, Mrs. Stapleton was fourth, covering the standing-start kilometre in 34.8 sec.

In its present trim, of course, this Aston is not particularly light, a fact which is bound to militate against its chances in almost every form of *manifestation sportive* in comparison with moderns schemed from the ground up to ration poundage. As run in all its 1950 events with the exception of Brighton, it tipped the balance at over 18 cwt, a total to which the very large tanks contribute more than is pleasant to contemplate. Present axle ratio is 4.4 to 1, compared with the 4 to 1 that Horsfall pulled at Spa, and all tyres are 5.50 by 18in.

When the question of a possible rebuild and full-scale modernization comes up a quandary presents itself, for if he goes the whole hog and discards the old chassis in favour of something much lighter and with independence at anyway the front end, the owner may find he has made a poor exchange for a set of "vintage" characteristics which, in their own class, are possibly without equal. Well, he may and he may not take this decisive step—he doesn't know himself yet. Either way, the go-to-meeting almanac is again being thumbled with a view to at least as full a programme in '51 as old EML 129 embraced last year, with the possibility of the Mille Miglia. Jock Horsfall, I fancy, would like the idea of that.

DENNIS MAY.

Weight Distribution Trials Formula

THE West Hants and Dorset Car Club are making a serious endeavour to reduce the advantages usually enjoyed by specially built cars in trials. They propose to do by the use of a formula, originated by J. B. Jesty, which will take into account the weight distribution of the car concerned; before the start of the trial the car will be put on a weighbridge, first front wheels and then back, and the percentage of weight on each axle calculated. The trial will be run on a basis of gaining marks, not losing them, and the total number notched up by each car during the event will be multiplied by the ratio

of weight on the front wheels to that on the back; in other words, the more weight you have on the back wheels, the worse your ratio and the fewer your marks.

This system will be tried out in the Hartwell Cup Trial on February 18, and it will be interesting to see how it works. It is certain that the really special type of trials car, with most of the weight at the back, will have to put up a very exceptional performance to achieve success, and much will depend upon the type of course chosen for the event. The car will be weighed with occupants in position, and no extra fuel may be added afterwards.

The car you want to stay in....

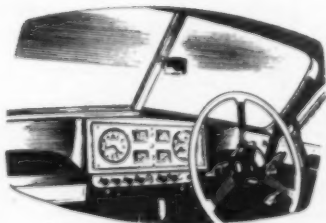
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Riley for Magnificent Motoring

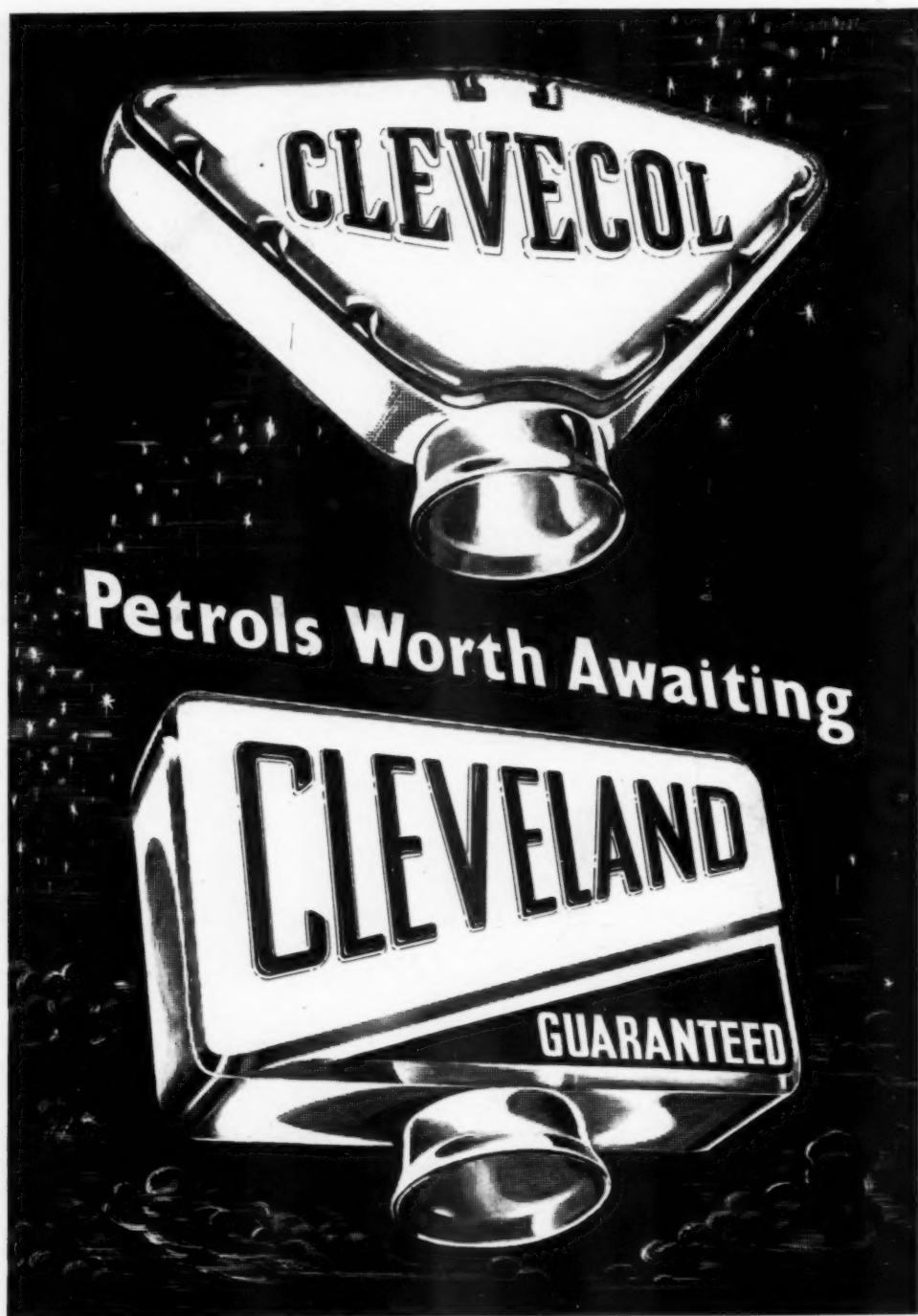
100 h.p. 2½ litre Saloon £958, Purchase Tax £166.17.2.
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The famous gateway by Inigo Jones at Stanway House, near Cheltenham. The Earl of Wemyss has presented some of this rich Cotswold stone to the Cheltenham R.D.C., which is to build four model Cotswold cottages at Stanton

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

AUTOMATIC TRANSMISSIONS

Britain Must Keep Abreast of Rivals

[63077].—I am a great admirer of The Scribe, and his remarks concerning automatic transmission (January 5) were of particular interest, as I had discussed the same subject with a confirmed vintage Bentley owner. His view was that if why worry, we have never needed it in England!

But I am afraid I entirely disagree. We must continue to develop, and our aim must be to produce better cars than our nearest rival. Many years ago the old Bentleys were in a class by themselves. Let us have more like this. N. H. Norwich.

fine cracks and scratches. Until recently a beeswax polish was our only defence against sulphurous air-borne acids, but the new polish just announced promises to ease our elbows somewhat. Until this is available in quantity motorists wise should realize that wax fills cracks.

Newcastle, Staffordshire.

F. J. LAMB.

DELETING THE BACK-LOG

Only Human Effort is Required

[63079].—I was very glad to see the final paragraphs of your leading article in the January 19 issue, but I would go even farther than the writer. After saying that *The Autocar* would be pleased if there were signs of additional factory capacity being built to cope with the back-log of home orders, he qualifies the statement by saying that it is realized that such capacity cannot be provided at the moment.

To that I would retort, "Why not?" and the answer would no doubt be that labour and materials and money and so on (in other words, all the modern excuses) prevent it. None the less, if the spirit in this country today were not so defeatist, I maintain that these difficulties could be made to disappear. Labour can be increased by the simple expedient of everyone working harder and longer hours, and this fact in itself would solve many of the material shortages. Others are the result of there being literally not enough of a particular material to go round in the world, but, again, if our scientists worked harder and longer than they do at the moment they might well invent more substitute materials and solve that one.

As regards money, this means cash in terms of payment to

FINISHES

Waxing Essential in Industrial Areas

[63078].—The writer of letter [63047] makes it seem very simple, but few car owners today can rely on the colour, or even the shape, of the car they receive when their ship comes in. Polychromatics are somewhat harder than plain cellulose with colour pigment and, in my opinion, regular waxing is love's labour lost on the metallics. But, and it is a big but, waxing is essential on all other finishes in an industrial area.

Car owners should remember that the brilliance and depth of the shine depends on the actual surface of the cellulose. An unpolished, unwaxed car in an industrial town will age in a very few months. Under a microscope the surface of the finish looks something like an emery wheel, besides showing many

CORRESPONDENCE

continued

the producers of the materials and the builders of the factories. Again, it is only the modern spirit that is lacking. Faced with a flood, the householder does not consider who is going to pay him to erect the sandbags that will keep the waters from the door. He gets on with the job.

This country is faced with a flood—a flood of unsatisfied consumer demand in all sorts of fields. It is high time that we all took off our jackets and set to work to stem it. All that is lacking is the spirit to tackle an emergency. All that is present is a greed that is foreign to the British nature, and the sooner that it is eradicated the sooner we shall get enough coal, houses, food—and cars. Their supply depends on human effort, and there is an untouched reserve of that in this country at the moment. It lies in the sixteen hours of each week-day that we have as leisure, and those two whole days at the weekend during which we enjoy ourselves.

ECONOMIST.

Bracknell, Berkshire.

ROAD TEST DATA

Comparison Leads to Perplexity

[63080].—I have compared *The Autocar* Road Tests for 1950 (January 12 issue) with others, and what an eye-opener!

The acceleration figures for identical cars tested show a large disparity, as much as 25 to 30 per cent in some cases, with *The Autocar* figures always the more conservative. Maximum figures in indirect gears almost always show another journal as optimistic, although it was interesting to see that *The Autocar* tester squeezed 3 m.p.h. more out of the DB2 Aston Martin in third gear, the exact reverse of the second gear figures.

It would be interesting to know the reason or reasons for these differences. Can it be that *The Autocar* testers have excessive avoidupois and tender right feet? J. U. FLETCHER.

Bath.

[Figures taken even on identical cars are bound to differ under varying conditions of weather, test ground and procedure. The Road Test staff may not be able to refute our correspondent's charge of avoidupois influence, but are confident regarding their right feet.—Ed.]

SHAMPOO AND SHINE

Whence Stems the Gleam?

[63081].—I was particularly interested in the paragraph in "Disconnected Jottings" entitled "Shampoo and Shine" (January 12) because I, too, had a similar experience.

On a recent Sunday when the temperature was very low, but the atmosphere very dry, I sponged down the car with warm water to which had been added a tablespoonful of a proprietary detergent. After this, however, I hosed the car thoroughly in the ordinary way. The subsequent wax polishing was easier than I ever remember before, and the result certainly better than is usual. Not only the cellulose appeared to have benefited, but the chromium parts showed an unusual gleam.

After reading of the experience of The Scribe I am anxious to discover, next time, whether the improvement is owed to temperature or to the use of the detergent.

Bexhill-on-Sea, Sussex.

GILBERT H. GOODWIN.

NO COMPRESSION

Six-cylinder Breakdown Puzzle

[63082].—I have recently been unfortunate enough to have had a serious engine breakdown in my 2½-litre Daimler. One of the bolts holding the little-end bearing fractured, with the result that the piston was broken into many small pieces and a hole about the size of an elongated penny was made in the cylinder head, thereby allowing the water in the cylinder-head jacket to pour into the sump, filling it full of oil and water.

Before the trouble was diagnosed I turned the engine over with the handle and was surprised to discover that there was practically no compression in any of the six cylinders. It is quite obvious that there would be none in the damaged cylinder, but I fail to understand why the remaining five cylinders should be so affected. I would add that before the breakdown the compression on all six cylinders had been very good (the engine having been completely reconditioned by Daimlers in Coventry some 16,000 miles ago). On withdrawing the five undamaged pistons they were found to be in perfect condition.

Can any reader say what possible reason there could be for

the compression to be practically nil in the undamaged cylinders?

Incidentally, it may be of interest to readers to learn that no sound was heard at the time of the damage, when I was driving at about 25 m.p.h.

A. L. HUGHES.

Wilmslow, Cheshire.

REVERSING CHESTNUT

Views Wanted on Correct Procedure

[63083].—A controversy has arisen between myself and my friends as to the correct way of reversing from a main road down a side road at right angles to it.

I maintain that one should reverse down the *right-hand* side of the minor road (as seen from the driving seat), whilst I am assured by everyone else that this is incorrect, and that one should reverse down the *left-hand* side. My point, of course, is that by keeping to the right-hand side of the road, one is (a) avoiding reversing into the stream of traffic coming up the side road into the main road, and (b) moving in the same direction as traffic travelling *forwards* down the side road away from the main road, i.e., on their left-hand side.

I should be grateful to hear the views of your correspondents on the matter.

London, S.W.19.

H. S. WHITEHOUSE.

TWO PHOTOGRAPHS

Where Were They Taken?

[63084].—I was interested to read the article "Mayflower on Trial" in the January 5 issue. With regard to the caption of the photograph which heads the article, unless I am much mistaken this picture was not taken in St. Neots. The point which I imagine it to be is Eaton Ford, about a quarter of a mile west of St. Neots' river bridge, and actually in the county of Bedford. Incidentally, the road was subsequently impassable under about three feet of flood water from the River Ouse!

I was also interested in the photograph heading the Exeter Trial report, the location of which was not given. Unless I am mistaken, this is on A.30 at a point where the road descends into the village of Yarcombe. Am I correct?

N. STANWAY.

Bedford.

[Correct in both instances.—Ed.]

NIGHT LIGHTS

Panel On or Panel Off?

[63085].—I do not desire to start a three-month argument among the motoring fraternity who read this (if they ever do), but I feel I would like to hear some other opinions on the subject of whether the instrument panel light should be left on or turned off at night.

As one of the youngest regular readers of *The Autocar* (age 18) I was shattered by being told by an older driver that no "good driver" ever kept his light on at night. Personally, I like to know what is happening, especially in a built-up area where at night 40 m.p.h. seems like 30 m.p.h. if one is not concentrating unduly hard.

Am I not a "good driver"?

London, S.W.5.

I. P. RATCLIFF.

POINTS OF FAILURE

Horns and Speeds at Junctions

[63086].—Your correspondent [63055] evidently cannot discriminate between gently hooting to warn a cyclist on a narrow country road that he is being overtaken, as quoted by "Country Copper" [63022], and blasting with his horn at all and sundry to order them to get out of his way. There is a gentlemanly difference.

He also complains that he failed for not knowing the shape of a "Halt" sign. Yet he knew before going for test that he had to be conversant with the Highway Code, and still had not taken the trouble to study page 20 of that booklet.

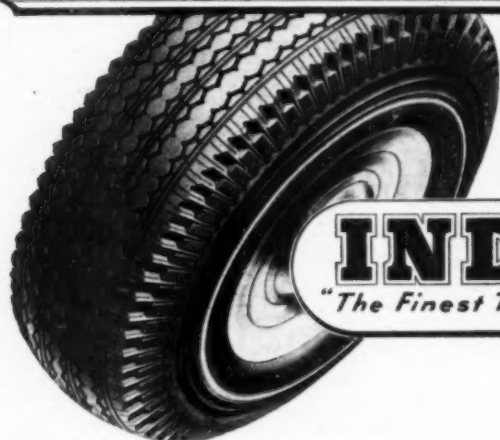
There are many road junctions and cross-roads where it is extremely dangerous to travel at 10 m.p.h. after passing a "Slow, Major Road Ahead" sign. It is entirely a question of the presence or lack of visibility at the particular spot. The last sentence of paragraph 25, page 5, of the Highway Code adequately covers this point.

In fact, my sympathies are entirely with Mr. C. F. Schooling's driving examiner.

London, W.4.

J. W. C. TATLER.

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CORRESPONDENCE

continued

RELIABILITY

Four Up in a Two-seater.

[63087].—I would like to endorse Mr. John Prince's statement [63064] regarding the reliability of the small pre-war British car.

My own "steed" is a similar model Morris Eight two-seater tourer, 1936 vintage (67,500 miles on the clock and that may be second time round as I've had it only two years!).

In August last year it took four of us (all adults) and luggage, on a tour of France and Switzerland and part of Italy, covering over 2,500 miles in twelve days! The weight we carried must have been terrific as the back of the car was loaded with spare parts, including dynamo, fuel pump, bulbs, clutch plate, tubes and a large assortment of tools. The luggage (three large cases) had, of course, to be strapped on a specially made luggage grid on the back.

None of the spares was necessary, and not even a puncture was experienced over some of the roughest roads in Europe. We had one or two delays on a bad day in France, when the petrol pump kept blocking-up through dirty petrol or scale from the tank being removed.

The only other snags were change of a plug and burned-out distributor contacts on the return journey from Dover.

During the whole trip only 1-gal of oil was used for topping-up and m.p.g. worked out about 38.

As Mr. Prince states, bottom gear had to be used most extensively on the passes, which included the Brunig, Furka, St. Gothard and Simplon.

This was hard going for any car, as we did three passes in one day amid rain, swirling mists and even snow at the top of the Furka pass!

We had a very similar experience regarding water, and as we pulled up for a rest behind a Javelin, the owner rushed out to me and congratulated me and the car on making the climb with such a load, immediately offering to me his canvas water bucket, being positive we would need at least 1-gal of water. I assured him we had not boiled—and to make sure I opened up the bonnet to prove that not even a cupful was needed. This surprised him as he had had to top up. Our average daily mileage, being near the 200 mark, is quite formidable in a small car in strange country. But despite this and cobbled French roads we thoroughly enjoyed every minute of the trip. So much so, that we may even tackle it again this year—same car!

ROBERT COSFIELD.

Manchester.

Further Travels with an Ancient Seven

[63088].—Having read recent letters concerning touring holidays accomplished with the indomitable Austin Seven, I wish to relate my own experiences.

In May last I acquired a 1933 Austin Seven saloon (first registered 1932), mileage 68,000, rebored at 67,000; and during last summer completed a very successful touring holiday in Cornwall and Devon.

Carrying my colleague and me in the front, with camping and cooking equipment, and other assorted luggage in the back, the car was fully loaded.

We travelled overnight to Bristol, and then on to Bridgwater. From here we took the Taunton and Bampton route to Barnstaple. Following the coast road, via Bideford, Bude and Tintagel, with a visit to the ruins of Tintagel Castle, we reached Newquay, where a pleasant half-day was whiled away. On to Land's End, Marazion, Falmouth and Fowey, then across the Tamar at Saltaash into Devon, and the road took us to Brixham. From here we visited the fair at Dartmouth, which was part of the regatta activities.

The last lap in the West Country took us through Honiton



A two-seater that took four (and luggage) 2,500 miles. See letter [63087].

and Axminster to Blandford in Dorset, and from there we turned northwards for home.

In eight days we covered 1,065 miles, using a little over 30 gallons of petrol, and two pints of oil.

The only trouble met with was the changing of a fan belt on the second day, and a puncture three hours from home on the last day.

PHILIP MOTTERHEAD.

Manchester.

DAZZLE

Possible Backwards as Well

[63089].—I should like to enter a strong plea for a considerable reduction in the wattage of the twin rear lamps now fitted to many new cars. A few nights ago I made a journey to the Midlands and got into a moving "queue" on the road from Coventry to Leicester, unfortunately behind a car fitted with these dazzling rear lights.

In the otherwise almost total darkness, these lights normally made vision in the intermediate space between his car and mine well-nigh impossible, and when his brakes were applied the increased brilliance constituted, in my opinion, a real hazard.

It is quite unnecessary for cars to be fitted with these glittering rear lights—easily seen a mile or more away—when their required functional range is that of a 100 yards or so.

Bristol.

W. M. HAROLD.

LITTLE LAMPS

Heating is the Right Idea

[63090].—In answer to your correspondent [63051] I would say that the point of my original letter was to illustrate that it is possible to maintain a temperature level under the bonnet with a lamp so that the water in the engine will not freeze.

Examples of failure with this method can obviously be given, the commonest reasons probably being insufficient insulation over the bonnet, or movement of air around the engine accounting for a greater heat loss than the lamp supplies.

With all its defects, heat maintenance in one form or another means tackling the problem in the right way. Should the weather be cold, why lower the freezing point of the coolant with all its attendant disadvantages?

Anti-freeze has a tendency to find any small leak in the circulating system. Water thus treated is not such an efficient cooling agent. It is difficult to be certain of the strength of the anti-freeze after the first season, and its use precludes periodic flushing of the system.

I still think heat maintenance the best treatment for one's engine in cold weather.

BERNARD OLIVER.

London, S.W.19.

Ever since the accounts of two driving tests were published (August 12 and October 21, 1949) there have been occasional fulminations in the correspondence columns of "The Autocar" on the vexed question of the test. It has never been without its critics. Apart from the utter diehards, most are agreed that the test is a necessary, if sometimes troublesome, measure. All the same, the accounts of differing standards in the different regions suggest that there may be cause for complaint on details. The idiosyncrasies and unreasonableness of examiners have also been criticized.

Examining THE Examiners



THE ORGANIZATION BEHIND THE DRIVING TEST

DETAILS of the organization behind the test, obtained during a visit to the Ministry of Transport, left the writer's mind clearer on the question of what examining the examiners really means. Although it is possible here and there to drive the thin spike of criticism into the organization—the question of examiners' pay is a chink—the general impression is that of a difficult task dealt with on lines as sound as possible. The Ministry is doing, as such bodies often are, a thankless task, for no one endures easily the "bootless inquisition." The examiner who is responsible for a failure is reviled, at any rate mentally, while the one who passes his candidate is often forgotten. He is not likely to receive, in the mind of the candidate, any credit for success. In the official view, the use of the word "responsible" is wrong here, for the test is claimed to be of a constant standard and the examiner merely there to see that that standard is reached. It is not supposed to be a personal matter. There is another side to the unpopularity of the test, one that is plain when the official view is heard. Nobody has yet admitted that he was justly failed; it is almost too much to expect of human nature.

The salient fact revealed by the features of the organization is that "it all depends on the examiner"; he is the corner-stone of the structure, and the validity of the test as a contribution to road safety is bound up with his tact, knowledge, and judgment. The instructors are established civil servants, and they are recruited by the Civil Service Commissioners, not the Ministry of Transport. They can do two jobs, that of Traffic Examiner or of Driving Examiner, and there is no separate class for driving examiners. Once accepted, a candidate may be used for either work.

Details of Entry

The details of recruitment at a recent open competition for this grade are a source of information on the method of selection. A minimum of ten years' experience of driving is required, and there is a lower age limit of thirty. Selection is by driving test, and by an interview before a selection board. It is worth noticing that the qualities of the traffic examiner must include ability to write reports, and the education here implied is of importance in the work of the driving examiner. The board includes a chairman from the Civil Service Commissioners, and to introduce outside and neutral interests there are representatives from the motoring associations. Four referees are also required, so the selection is made with a personal background for the candidate in view. The salary of the driving examiners

is surprisingly low, and it may be wondered if this has any effect upon the type of applicants. Once selected by this competitive method—and a typical recent competition was for some fifty vacancies—the examiner undergoes a course of lectures and practical driving at one of the police driving schools.

The "bedside manner" for examiners has often been mentioned, and its absence sometimes deplored. The official view is that it should be encouraged, although there is always the possibility that an aggrieved candidate will complain of having been distracted by the examiner. Cheerfulness and charm, by building up the confidence of the candidate, are not, however, likely to be wasted. Opinions in the corridors ramifications of the Ministry upon the driving schools are rather guarded. These are well established, and they do assist the pupil with up-to-date knowledge of test requirements.

Since petrol was freed it has become much easier for the learner to obtain practice privately if he wishes—a change for the better.

Uniformity?

Examiners, as far as possible, are posted to the district they prefer, and changes of locality are not likely to be common. The standard training, the Ministry claims, should ensure uniformity in the standard of examining. The writer wonders if the examiner who has spent his life in Hogsorton is likely to be as acute as his Cockney counterpart. Such difficulties are hard to avoid.

Some more general points were discussed. The number of protests against the yellow slip that are received is not large. It will be remembered that the test regulations stipulate that a complaint may be lodged. The usual form of such complaints is: "I think the test is excellent, but in my case . . ." There are some parents who find it impossible to believe that sons or daughters could fail in the test. The Ministry agreed with *The Autocar* that the test standard of driving would not be a great help, and might be the reverse, in crossing London in a rush hour. It is, all the same, the standard that they would like to see adopted.

To conclude soberly and factually with some figures, since the test was reinstituted after the war (in November, 1946) there have been 1,594,000 applications for the test. The percentage of failures on average is now 38-40, but this does not exclude those passing the test at a second or later attempt. One of the Ministry's troubles is that 11.2 candidates on average failed to appear for the test every week.

J. F. H.

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Vehicle Braking: A STUDY IN IMPRECISION

PART 2 (CONCLUSION) . . . FACTORS INFLUENCING BRAKE PERFORMANCE

Last week the author described various braking phenomena and facts which appear in a Paper from the Road Research Laboratory ("The Factors which Influence the Braking Performance of Vehicles", by H. J. H. Starks, Ph.D., B.Sc., D.I.C., F.Inst.P.). He showed how imprecise the science of braking remains, to the point where the author of the Paper remarks that more work is called for in certain fields. In this concluding article he continues with mechanical systems and driver and passenger reactions to various braking forces.

READERS of *The Autocar* are familiar with the various braking systems; they have certain common features. All are operated by a spring-loaded pedal which causes the actuation system to bring shoes fitted with friction linings into contact with the drums. Upon the performance of the various systems, comments Dr. Starks, little has been published, but when new or in good adjustment there appears to be little between the various systems as regards the retardation they produce. Dr. Starks finds no evidence as to how they are affected by wear or lack of attention.

He interposes a comment on the importance of the time taken to depress the pedal to the point of full braking effort; this is a period that is frequently overlooked in talk about the more fascinating reaction time. For cars travelling at speeds up to 40 m.p.h. the time lag of pedal depression is of the order of 0.1 to 0.25 sec, but at speeds above 40 m.p.h. it appears to increase rapidly, an intriguing point on which

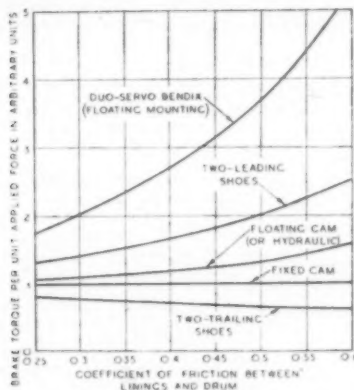


Fig. 5. Characteristics of different brake shoe assemblies.

Dr. Starks does not enlarge, although it may be assumed to be the result of the lothness of the driver to apply the brakes smartly at high speed, already mentioned.

Actuation of brake shoes is by various methods, already familiar to readers of this journal, and it suffices to say that the difference between them, according to Dr. Starks, lies chiefly in the degree of self-servo action induced. Fig. 5 makes this as clear as any words can do. The graph also shows how little pedal effort is required to operate brakes with a self-servo action, and (be it cynically said) the disadvantage of the all-leading shoes that become all-trailing in reverse, a disadvantage that has been brought home to many a motorist who has reversed on a steep slope.

Dr. Starks then specifies the requirements of a brake from the point of view of road safety. It should, he says, have a uniform, adequate and consistent response at each

wheel to the effort applied at the brake pedal. Factors which upset this response are: (1) Changes in the frictional properties of the linings; (2) Oil, water, grit or loose abraded material in the drums; and (3) Changes in the dimensions of the drum and shoes, such as those caused by temperature changes, drum distortion and so on.

First comes brake fade, a phenomenon that is of increasing importance with high speeds and all-enclosed wheels. This is attributed to the action of heat in driving off volatile particles in the bonding medium and thus creating a lubricant on the rubbing surfaces.

In addition, one authority has found that shoes heat up more slowly than drums, with the result that the radius of the shoe will be less than that of the drum. With continued braking under such conditions the lining will wear rapidly to the radius of the enlarged drum, and when the brakes cool down the shoe radius will be larger than normal, with consequent abnormal pressure at the shoe tips. In turn, this may result, where the brakes are designed for considerable self-servo action, in abnormally high self-servo action until the lining has once again worn to the shape of the cool drum.

Susceptibility

Dr. Starks does not commit himself on this one, but is content with the observation that, whether it is true or not, it is known that brakes with a large amount of self-servo action tend to be more susceptible to changes in the frictional properties of the linings through temperature than those with little or no servo action. For this reason, he says, self-servo action needs to be carefully chosen in relation to vehicle weight and braking duties.

Linings, as everyone knows, are made of friction materials which are usually asbestos-based. Dr. Starks makes the point that these are intended for use with metallic brake drums having certain carefully specified properties, lining and drum being regarded as a unit; it is doubtful if many home car constructors bear such points in mind.

The coefficients of friction of modern linings generally lie between 0.3 and 0.5, and Fig. 6 shows the effect of temperature on the coefficient of friction of three different linings. For a given material, the actual value of the coefficient depends on the cleanliness of the rubbing surfaces and the temperature. Foreign matter may lower the figure, and temperatures in excess of 200 deg C. (392 deg F.) may lead to erratic variations in the coefficient. Such temperatures, he feels, should not need to be exceeded with cars, but he reiterates the warning that smaller wheels, with discs and shrouded, and higher speeds have increased temperature problems.

"The forces required at the brake drums to bring a vehicle rapidly to a stop are very large, necessitating either a high leverage in the actuation system or a high pedal effort by the driver" (Page 27 *ibid*). This sentence from the Paper is directly quoted for reasons which will become apparent later, and which confirm the imprecision with which the science of braking road vehicles is bedevilled.

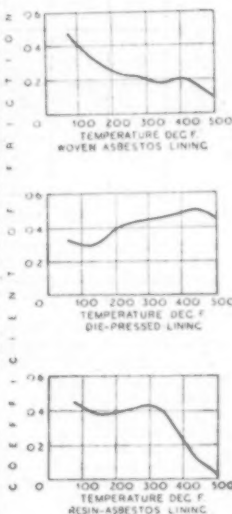


Fig. 6. Effect of temperature on the frictional properties of brake linings.

Vehicle Braking

continued

One authority has shown that, owing to the toggle action of the human leg, it is usually possible for a driver to exert an effort of about twice his own weight on the brake pedal, at least for a few seconds, but the age, sex and physique of drivers have a profound influence on the maximum of comfortable braking effort that they are capable of maintaining. Desirable pedal effort, says Dr. Starks, is a matter of taste, and he quotes a table which

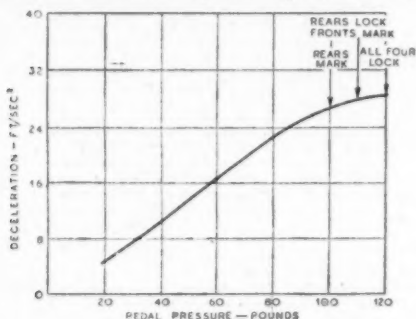


Fig. 7. Deceleration curve for a car with ideal pedal arrangement, resulting in a deceleration value of 25ft per sec per sec for 100lb of pedal pressure. Speed of car before braking was 30 m.p.h.

illustrates how widely this varies from car to car. It is only at this point that the reviewer feels inclined to differ from Dr. Starks. Ought it to be a matter of taste? Surely there must be an optimum between pedal effort and actuation at which point maximum braking can be obtained? Is not this another example of the imprecision of the science of braking?

The authority quoted holds the view that the ideal pedal arrangement for cars is one whereby the deceleration obtained is directly proportional to the pedal effort and has

a value of 25ft per sec² for a pedal effort of 100lb, which is well within the capability of most drivers. Fig. 7 shows the performance of such a system.

The relative merits of light, heavy and progressive brake pedal controls are often debated, says Dr. Starks, and from the viewpoint of road safety there is scope for a study of the effect of different types of brake pedal control on driver behaviour and liability to accidents. Maximum pedal travel for most drivers is found to be about 7in, and 4in is generally considered as an acceptable upper limit.

Modern brakes are capable of producing a deceleration of 1.0g (32ft per sec²) on a good road. One authority has gathered the reactions of personnel during controlled braking stops from 70 m.p.h.; when studying the table it is useful to remember that maximum permissible deceleration in public service vehicles is about 0.5g. A higher g figure is likely to cause serious injury to passengers:

PERSONNEL REACTIONS TO BRAKING DECELERATIONS

Average Deceleration ft/sec ²	g	Reaction of Driver	Reaction of Passengers
8.5	0.27	Comfortable stop.	Comfortable stop.
11.0	0.35	Undesirable.	Undesirable but not alarming.
13.9	0.43	Very undesirable; regarded as an emergency stop.	Severe and uncomfortable (may inflict injury if passengers unprepared).

Reaction time is, of course, of great importance, and Dr. Starks deals with it in his concluding paragraphs. Most of what has to be said has already been said in this journal, however, and there is no need to reiterate it. There is need, however, to support Dr. Starks in the impression that is evident throughout his Paper—that the science of braking lacks precision, and that such a vital subject should not do so any more than can be helped. Has enough work been done on braking? It is doubtful if it has, to judge from the published information which Dr. Starks has assembled in this very interesting symposium. **MICHAEL BROWN.**

Footnote: Acknowledgments are due to the various authorities whose views have been quoted. They are too many for individual acknowledgment, but the complete list appears in Appendix A to Dr. Starks' Paper.

The Autocar READERS' SERVICE

Reducing Engine Size

I have a 1935 20 h.p. S.S.I. saloon with twin carburetors. Because of heavy petrol consumption and taxation I am considering the fitting of liners to reduce the rated h.p. to 16. Would it be necessary to make any alterations to the gear box, and are there any particular snags?

R. H. G.

Markyate, Hertfordshire.

REDUCING the engine size from 20 to 16 h.p. would mean a reduction in bore diameter of 7.5mm. This would mean a cylinder wall thickness increase of 3.75mm, which may create cooling troubles. A lower back axle ratio would

perhaps be necessary, but it is doubtful whether your modification would be very noticeable.

You should make certain that your carburetors are in good condition and perhaps consult your local carburettor agent, who may be able to suggest an economy setting to improve the consumption at the expense of top speed and acceleration.

In Store

During the winter I use my car very little, sometimes only once a week. I have been told that it is a good practice to warm up the engine every day. I would like your advice.

A. E.

Sheffield, 8.

IF you use the car once a week there is no need to warm up the engine between-times. Starting from cold six times a week unnecessarily will add to engine wear without any real benefit to the car.

Oil Pressure

Oil pressure readings on my ex-W.D. Austin Eight towerer are giving rise to concern. On starting from cold the pressure goes up to 30lb, but after a few seconds it drops to 5 or 10lb. It remains like this for about three miles, whereupon

it gradually goes up to 25lb and then remains steady. The engine is in good condition and the sump is correctly filled.

B. B.

YOU should make sure that the oil tube to the pressure gauge is clear and that the pressure gauge itself is functioning properly. Failing a fault here, you will probably find that the oil pressure relief valve is sticking. In this case, the pressure builds up to 30lb, the valve opens and fails to shut again, allowing the pressure to drop to 10 or 5lb. As the engine gets warmer the valve reassembles itself and the pressure builds up to 25.

Petrol and Paraffin

Is it possible to run a car satisfactorily on a 50 per cent mixture of petrol and paraffin? I realize, of course, that it would be necessary to start the engine on pure petrol.

D. H. M.

Watford, Hertfordshire.
IT is not possible or legal to run a car on this mixture. Paraffin causes trouble by burning exhaust valves, and detonation owing to the lower octane value of the fuel.

Queries should be marked "Readers' Service" and accompanied by a stamped self-addressed envelope.

Grand Style: RECAPTURING THE SPIRIT OF GREAT MOTORING OF DAYS PAST

AMONG a comparative spate of motor-ing books published since the war, Mr. Minchin's* is one of the most readable. The author was a well-known personality on the electrical side of the motor industry until recently, when he went into a retirement divided between South Africa and the South of France. He gives the reader no clear clues in the direction of his business background, however, except to those who happen to know something of his connections, and his book is the motorizing autobiography of one who, clearly enough even to those who have never met him, is a personality and who has used to the full somewhat exceptional opportunities of owning good cars.

His motorizing recollections date from following the Gordon Bennett races, including the ill-starred Paris-Madrid, of the early 1900s as a schoolboy, then Cambridge and first motor cycles and his first "real" car, one of the famous single-cylinder Sizaire-Naudins. Mr. Minchin tells amusing stories of the spacious Edwardian days when motorizing was an adventure and of such machines as the 200 V-eight Darracq, owned by the Guinness brothers, and a 90 h.p. chain-drive G.P. Fiat, which engaged in a match race with a 170 Kaiserpreis Minerva owned by another undergraduate through the main streets of Cambridge early on a Sunday morning, the Minerva winning fairly easily. Subsequent fines totalled about £40, payable by the loser—one Rhodes-Moorhouse castigated then by the Bench as a good-for-nothing young man for his share in this prank, but destined five years later, Mr. Minchin reminds us, to become the first airman V.C. of the 1914 war for an exploit in which he deliberately sacrificed his life.

Names That Live

For those of this present generation of motoring who have heard enough of the immediately pre-1914 era and of Grand Prix racing of the 1920s to realize that they have missed a golden age that cannot be repeated this book will convey much of the spirit that illuminated those carefree days of the big, hearty cars that are now cherished by Vintage enthusiasts. Mercedes 60 and 90, Napier, and 40 h.p. Metallurgique are names that still mean much to some and they were real to the author and his contemporaries. Brooklands comes a good deal into the picture, and itself is nostalgic to many still

younger than the author of this book. He visited most of the French Grands Prix, when that race was the principal event on the calendar; also the Isle of Man T.T., which brought him early acquaintance with W. O. Bentley and his first cars, marking the beginnings of the phase of sports car racing. Later Mr. Minchin was to be an eye-witness of the famous White House multiple crash at Le Mans in 1927, from which, as all know who are interested in motor racing history, one Bentley, though heavily involved, went on to win. He reasonably claims to publish the first spectator account of this crash ever to have appeared. Two years later he was at Le Mans to see the one-two-three Bentley victory.

Owned 154 Cars

If one chapter appeals more than another perhaps it is the description of experiences in high speed nightly delivery during the General Strike of 1926 of copies of the *British Gazette* to Cardiff with a team of 40-50 h.p. Rolls-Royce cars. Among the 154 cars Mr. Minchin tells us he has owned there have been many Rolls-Royce, and, later, 3½ and 4½-litre Bentleys, and he came to know the late Sir Henry Royce better than most men outside the organization, visiting him both at West Wittering and at Le Canal, whence in the later years of his life the great engineer directed operations.

Interesting is the reproduction of a letter from Rudyard Kipling written in 1921 to Claude Johnson, organizing genius of R-R from the earliest days until his death in 1926. This constituted a tremendous and perhaps unparalleled tribute to service rendered to him as a Rolls-Royce owner after breakage of a spring leaf when touring in the South of France over the bad roads of the period. Another R-R section of the book, among much in this direction, is a reprinted local newspaper's report of police court proceedings in which Mr. Minchin was successfully defended by Sir Walter Monckton, K.C., against a charge of driving at a dangerous speed. The defence hinged on the then unprecedented stopping power conferred by four wheel brakes as first fitted in R-R history to a 1925 40-50 h.p. Phantom I.

For historical reminders and its anecdotes, its atmosphere of spacious days and its introduction of well-known people in motorizing, *Under My Bonnet* is highly recommendable. It suffers to some

extent from a construction which allows a sometimes disconcerting shift of date that leaves the reader wondering for a moment where he is, but the material and the way of telling transcend this defect. The present reviewer is liable, perhaps, for two reasons to be accused of bias in favour of this book, but such a charge he must refute in advance on grounds of enjoyment derived from start to finish. First is the fact that its foreword is by S. C. H. Davis, whose name the author links in his opening chapter with those of, among others, Royce, Morris, Renault, Campbell and Segrave, and to whom he refers in his introduction as "one who has done so much for England in the motorizing world." Secondly is the fact that a chapter is devoted to *The Autocar*, of which in general Mr. Minchin is kind enough to express the view that "few motorists today realize what they owe to this paper; how it kept interest alive when the motor car movement was flagging and how it has fought for the motorist in all sorts of ways."

Full House

Mr. Minchin relates that in 1911 he started collecting *The Autocar*, and with considerable effort and expenditure he later acquired the numbers from the commencement in 1895 to that date; in 1947, when he went to live in France, he presented his unique collection of 92 volumes to the Rolls-Royce library at Derby, on condition that "our premier motor car makers continued to keep the collection up to date." "There they are today," he adds, "the complete history of motorizing." He is certainly entitled to preen himself mildly on a correspondence which he started in the Correspondence columns of this journal in April, 1942, in which readers were invited to recall as many makes of cars as they could write down in an hour. As an antidote to wartime drudgery and horrors this correspondence was a "snowball" which went on for many months. In due course the present reviewer summed up the position to date in an article in *The Autocar* of August 21, 1942, and found that 1,063 cars had been named. Mr. Minchin received many letters himself as the instigator of this popular "game," one of which accused him of hindering the war effort!

H. S. L.

* *Under My Bonnet*. By G. R. N. Minchin, M.A. G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. 15s.

BOOKS RECEIVED

Monte Carlo Rally. By Russell Lowry. Published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. Price 7s 6d.

This pleasantly light-hearted account of Russell Lowry's experiences during the 1950 Monte Carlo Rally contains, nevertheless, many useful hints for those interested in this arduous form of motor sport. Illustrated with the author's own sketches, it brings home to the reader the trials and tribulations undergone by all rally crews, in a human and readable manner.

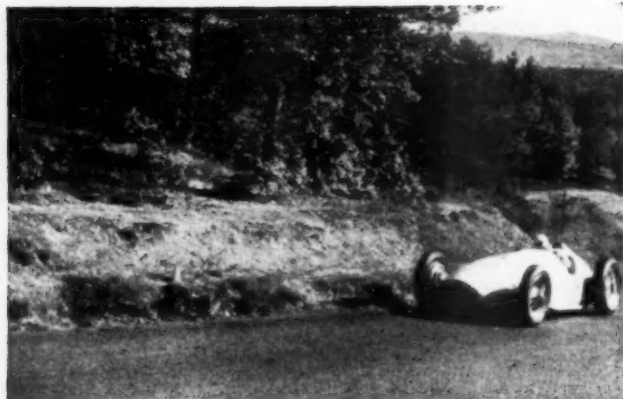
The Modern World Book of Motors. By Laurence H. Cade. Published by Sampson Low, Marston and Co., Ltd., 25, Gilbert Street, London, W.1. Price 8s 6d.

This book deals with all aspects of cars and motorizing over the past fifty years and makes very interesting reading. It is well and profusely illustrated and should appeal particularly to boys of all ages as well as interested adults.

Motor Sport Racing Car Review, 1951. By D. S. Jenkinson. Published by the Grenville Pub-

lishing Co., Ltd., 15-17, City Road, London, E.C.1. Price 7s 6d.

The 1951 edition of Denis Jenkinson's annual review of racing cars is more comprehensive than ever, and contains a wealth of information about the principal cars competing at the present time in races run under all three international formulae. In particular, the author has made a praiseworthy attempt to classify and describe all the different racing Ferrari models, while such new projects as the single-seater Connaught and A.F.M. Formula 2 cars are also dealt with fully.



Memories revived: The 3-litre Mercedes-Benz on the Nurburgring during a tryout by Hermann Lang. This, with its two sisters, was earmarked for racing in South America.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech. E., M.S.A.E.

BY the time most of you read this, the competitors in the Monte Carlo Rally will either just have finished their run to that sunny—we hope—clime, or will be struggling with the last mountain section of the route, depending on whether they were early or late starters; and almost all their trials and tribulations will be over. There will remain the regularity and speed test, round the Monaco G.P. circuit on Sunday; but they will at least have been to sleep by then, and nothing seems so bad after a good long sleep in a bed that isn't continually taking hairpin bends. And let us hope

for plenty of British entries among the first fortunate fifty who alone will qualify to take part in that second test.

THE annual conference convened by the R.A.C., at which representatives of all the motoring clubs can have their say on matters affecting competition, had its 1951 sitting recently, when the national calendar was revealed in all its glory. This year the total adds up to 547 events scheduled to take place in Great Britain, which is a staggering figure by any standards, and results in—on at least one occasion—no fewer than twelve meetings on one day. Well, so long as the enthusiasm and supply of willing entrants exist, let 'em all come; it is certainly a sign of the healthy state of the sport in this country.

Among the many points raised at the meeting were the possibility of some remission of entertainment tax on motor racing (in two years the B.R.D.C. has paid just over £21,000 in this way) and the legislation at present pending which will compel competitors in all international races to wear crash helmets; discussions are now proceeding with a view to the establishment of a standard specification for these unwelcome but very protective devices.

THIS year the R.A.C. hill-climb championship will embrace six events, and the competitor will be judged on his four best placings, irrespective of how many events he has entered. Moreover, the marking system (10 points for f.t.d., 9 for second, 8 for third, etc.) will this year apply to all competitors in each event, whether entered for the championship or not; in other words, if you take second place at Shelsley behind someone who is not in the championship, you get only nine marks instead of ten as hitherto.

THE proposal to hold a sports car race round the motor cycle T.T. course in the Isle of Man has unfortunately had to be shelved for the moment, by a decision of the Manx Government committee

which deals with such matters. Their official reasons are given as follows: The inconvenience which would be caused by the necessary further closing of the roads; the cost, estimated at £5,350; the alterations to the circuit, recommended by the R.A.C.; the difficulty of marshalling such a long circuit; the doubt about the interest which would be taken in such a race.

Of these, I cannot see the marshalling difficulty, which is overcome in such a splendid manner each year for the motor cycle races, while there is little doubt about the interest that would be aroused once the event were on the international calendar, if matters could be so arranged as to attract a representative international entry. However, I have also heard whispers of another objection, raised by the motor cycle world; in view of the proposed date of the race, just before the motor cycle events, there was some fear of the state of the roads, which might have proved too rubber-coated and slip-



THE MAN AT THE WHEEL

A. J. Butterworth

Since the war, Archie Butterworth has occupied quite his fair share of motoring news-space, both by reason of his successes and of his rather unorthodox views and plans concerning racing cars and their design. Commencing with an unblown 4½-litre four-seater Bentley, he competed in various events, his best effort being the run which gained him third place in the handicap Ulster Trophy race in 1947.

Meanwhile Archie, in addition to designing armoured fighting vehicles for the Government, was doing much the same thing on his own account, and the result was the remarkable A.J.B., which combined the extraction of a large amount of power from an unsupercharged Steyr engine, enlarged to 4½ litres, with the advantages—for sprint work, at least—of four-wheel-drive. With this, the "bearded Butterbody" was sixth in the 1948 Weston speed trials, while the following year at the same venue he won the fastest unsupercharged car award in spite of a sensational blow-up, (a con-rod broke when he was two-thirds of the way up the course). In 1949, Archie put up fastest time of the day, beating all comers, in the Brighton Speed Trials, and since then has gained still more laurels with the same car.

Now, in 1951, Butterworth has left the Army's vehicles to their own devices, and is in business on his own account as designer and manufacturer of racing cars. He is developing a very interesting lightweight unblown 2-litre flat-four power unit, suitable probably for the Cooper chassis, for Formula 2 events, while the all-independent four-wheel-drive chassis for the unblown 4½ engine, plus five-speed gear box, for Formula 1 is also under way. Future developments from this quarter should be very interesting indeed.

COMING SHORTLY

- JANUARY 26.—Mid-Cheshire C.C. Film show, White Barn Hotel, Cuddington, 7.45 p.m.
26.—Sporting Owner D.C. Film Show, Chequers Hotel, Whipsnade, 7.30 p.m.
26.—Lobian C.C. Film Show, Alexander's Sports Club, Gardner's Crescent, Edinburgh, 7.30 p.m.
28.—Manchester University M.C. Howarth Cup Rally.
28.—North Devon M.C. Houlford Trophy Trial, starting from the New Inn, Muddiford, 11.30 a.m.
28.—M.G.C.C. (S.E.) Chilterna Trial.
28.—Southern Jowett C.C. Annual luncheon and general meeting, South Kensington Hotel, Queens Gate Terrace, London, S.W.7, 1 p.m.
30.—Public Schools M.C. General Meeting, Princes Head Hotel, Richmond Green, Surrey, 7.30 p.m.
31.—Sheffield and Hallamshire M.C. Annual General Meeting, Norton Hotel, Sheffield, 7.30 p.m.
31.—Lagonda C.C. Meeting, Cosch and Hornes, Croxley Green, Hertfordshire, 7 p.m.
31.—A.C.O.C. Film Show, Red Cow, Hammersmith, 7.30 p.m.
FEBRUARY 1.—Severn Valley M.C. Annual General Meeting, Brooklands Hotel, Meole Brace, Shrewsbury, 7.15 p.m.
2.—Half-Litre C.C. (500 Club). Annual dinner and dance, London.
2.—B.A.R.C. Midnight Matinee film show, Curzon Cinema, Curzon Street, London, W.1., 11.15 p.m.
4.—Hagley and D.L.C.C. Clee Hill Trial, starting from the Plough Hotel, Wenlock Edge, 10 a.m.
4.—Kentish Border C.C. Best Cup Trial, starting from the Bull Hotel, nr. Swanley, Kent, 10.30 a.m.
4.—Yorkshire Sports C.C. Trial, Lotherdale.
4.—Plymouth M.C. Trial, Devon.

pery for the two-wheeled types. This is a perfectly sane and valid thought, and this difficulty would not have arisen if the original date could have been adhered to, as this was after the motor cycle races; unfortunately this brought the race into too close proximity with Le Mans.

Anyway, the Manx Automobile Club are still firmly resolved to overcome all these difficulties, and to hold the race next year if humanly possible. More power to their elbow.

ALL those bodies with any direct interest in the Grand Prix formula question were invited to a conference at the R.A.C. on January 16, and practically all of them were represented in some way or other. The purpose of the meeting was to attempt to obtain some measure of agreement as to the recommendation to be made by this country's representative (Earl Howe) at the international meeting which will take place in Brussels on February 17 to consider the question of the possible revision of the formula for the five-year period commencing January 1, 1954.

It was extremely interesting to hear the variety of views expressed by people whose main interests were on broadly similar lines; one thing, however, was very plain, and that was that total—or near total—agreement would never be reached, mainly because of the wide variation which was evident in speakers' conceptions of what should constitute Grand Prix racing and what purpose it should fulfil. In the view of the writer, it is no good expecting this form of racing to provide a field of immediate development for ordinary production cars; this is taken care of by sports or production car racing. Out-and-out racing, which is the

real field of the Grand Prix car, does provide long-term development of many things which have a bearing on car design in the future, but its main functions are to provide an outstanding spectacle and to maintain the prestige of the nations responsible for the cars taking part—in other words, it is an innocuous form of national propaganda. One speaker at this meeting deplored this suggestion, believing that it detracted from the sporting aspect of racing; but it is one of the few ways in which this expensive demonstration can be brought within the realms of financial possibility, and anyway, if only all nations would restrict their propaganda to the field of motor racing, the world would not be in such a mess as it is at present.

Whatever form the new formula may take—and it is not yet certain, of course, that any changes will be made—the existing formulae apply to the next three seasons, until the end of 1953, so there are still a good many races to be run before any change comes into force.

REGULATIONS are now out for the Hagley and District L.C.C. Clee Hill Trial on February 4. This is always a good event, and is open to members of the promoting club and of the Bristol, Sheffield and Hallamshire, Sunbac, Leicester-shire, Cheltenham, Shenstone and the Seven-Fifty clubs. The three classes will be up to 1,050 c.c., 1,050 to 1,300, and over 1,300 c.c., while supercharged cars under 1,050 c.c. will run in the middle class. In addition to the class trophies there is also a cup for the best 750 c.c. performance. Entries closed on January 23; enquiries to J. K. Barnsley, Belbroughton Road, Blakedown, near Kidderminster.

CLUB NEWS

Alvis O.C.—Some 52 Alvis enthusiasts attended the inaugural meeting of the Alvis Owner Club at the Swan Hotel, Tenbury Wells, on January 14. The 20 cars of this marque which appeared on this occasion ranged from a 1924 12-50 to a 1950 Fourteen sports. The business of founding the club was carried through successfully, L. T. C. Rolt agreeing to act as chairman, *pro tem.* R. P. Hicks was elected honorary secretary, and potential members may contact him at 201, Yew Lane, Ecclesfield, Sheffield, 15. N. S. Hyslop was elected honorary treasurer. An a.g.m. and social event is planned for a day in April, time and place to be announced in due course.

Wells Counties C.C.—Although formed as recently as May, 1949, the club now boasts 111 members. A speed hill climb, two rallies, a trial, a gymkhana and a *concours d'élegance* have been held, and a thriving social side has developed. A trial will be held on February 25. The new honorary secretary is G. N. Lovenidge, "Dryngarth," Lavernock Road, Penarth, Glamorgan.

North Midland M.C.—On January 14, 22 cars started from the Devonshire Arms Hotel, Baslow, for the semi-sporting trial. Because of previous bad weather, organizers Barker and Meedham had to run the trial as a follow-my-leader, with five observed sections. Unfortunately, the first had to be omitted because it turned out to be too difficult for standard cars. Three competitors retained clean sheets and best performance was put up by Edward Harrison (T.C. junior), in spite of losing two inner tubes during the timed climb and continuing with a couple of borrowed wheels.

Results: Saloon cars: 1, Ford 1172 (E. Harrison); 2, Ford 1172 (R. Priestley). Open cars: 1, M.G. (G. R. Mirrey); 2, M.G. (P. Dickinson).

Leicestershire C.C.—The Bacon Trophy Trial run over a semi-sporting course attracted an 18-car entry, ranging from a Standard Twelve saloon to genuine trials specials. The

timed hill climb and three observed sections proved fairly easy, although the mud at Smeeton 2 proved too much for some.

Provisional results: Bacon Trophy, Mayes Special (H. H. Mayes). First-class awards: Dellow (Ivor Williams); Singer (Ken Law). Second-class awards: Singer (Ken Root); Special (A. E. Creasey).

M.G. C.C.—Provisional results of the Main Road Trial held on January 14 are as follows:

Open cars: M.G. (H. Parkes). Closed cars: M.G. (J. F. Ward). First-class awards: M.G. (D. P. Baker); M.G. (A. L. Yarranton); Austin (W. W. Wallis). Second-class awards: M.G. (R. F. Collins-Jones); M.G. (H. F. Hamilton); M.G. (C. R. Jordan).

Southern Jowett C.C.—The annual luncheon and general meeting will be held at the South Kensington Hotel, Queen's Gate Terrace, London, S.W.7, at 1 p.m. on Sunday, January 28. A film show of road events will follow the formal proceedings, and the honorary secretary, R. Knight (390, Hoe Street, Walthamstow, London, E.17) will be pleased to hear from all Jowett owners concerning membership for the current year; subscription is £1. A provisional programme for 1951 has been arranged, comprising a mystery run in March, a rally to Petworth in April, a treasure hunt in May, rally to Pirbright in June, Hertfordshire rally in July, Amersham Silverstone, 1950, by Shell-Mex and B.P. The following Sunday, February 25, the 2nd Jacobean Trophy Trial will be run over a stiff course in Hertfordshire; invited clubs are the North West London, Chiltern, Harrow, 750, Hants and Berks and Maidstone and Mid-Kent. Details, G. Bancroft, 7, Queen's Avenue, Muswell Hill, London, N.10.

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1946 (Duc.) Triumph 1800 Roadster.	£785
1946 Standard 14 saloon, genuine 13,000 miles	£750
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IN BRIEF

Shell-Mex and B.P., Ltd., have appointed Mr. A. L. Walsh secretary in succession to Mr. H. K. Stein, who has retired.

The Bristol region office and warehouse of Pirelli, Ltd., is to be forsaken for larger premises at 12, Merton Road, Horfield, Bristol, 7. Telephone Bristol 41485.

Mr. G. R. Strauss, Minister of Supply, recently visited Marshalls (Cambridge), Ltd., at Cambridge, and inspected the Austin service department and the vehicle body building shops as well as the aircraft repair organization.

The London centre of the Institution of Engineering Inspection, 28, Victoria Street, London, S.W.1, will hold a meeting on February 1, at the Royal Society of Arts, when Mr. E. M. D. Brown, of Morris Motors, will speak on "Inspection of Engines" at 6 p.m.

Mr. B. G. Robbins has been appointed secretary of the Institution of Mechanical Engineers, Storey's Gate, St. James's Park, London, S.W.1. The resolution that he be appointed was carried unanimously at a special meeting held at Storey's Gate on January 19.

The death is announced with regret of Miss L. M. Saxon, who recently resigned the managership of the R.A.C. south midlands counties office at Oxford. She joined the Oxford office staff 25 years ago and became the first woman manager of an R.A.C. office in 1946.

Following the increase in the cost of rubber, the price of tyres retreaded by Tyresoles, Ltd., Palace of Engineering, Wembley, Middlesex, have been revised. When covers are provided by the customer, typical prices for retreading are £3 3s 3d for 4.50 x 18in, £2 10s 8d for 4.00 x 17in, and £2 3s 5d for 3.50 x 19in. For most car sizes the charge for a cover, when supplied by Tyresoles, is 10s.

At a recent meeting, the governing council of the British Engineers' Association, 32, Victoria Street, London, S.W.1, appointed Brigadier J. V. Topham as secretary in succession to Sir William Christie.

A three-months tour, visiting dealers in Australia, has been started by Mr. J. Holmes, of Trojan, Ltd., Purley Way, Croydon. He is giving advice on technical and service matters for both Trojan vehicles and Mini-Motor units.

Mr. P. R. Gilbert has been appointed acting advertising manager of the Regent Oil Co., Ltd. Lt.-Col. H. de G. Warter, who has held the position since its formation in 1948, has been given a special appointment within the company.

Mr. W. H. Fullerlove has been appointed sales manager, repairs, of the Laystall Engineering Co., Ltd., 53, Great Suffolk Street, London, S.E.1. He is responsible for the coordination of the sales, service and delivery side of the engine and chassis parts repair organization in London.

Because of increasing responsibilities as managing director of Thomas Tilling, Mr. J. A. Falconer has resigned his managing directorship of Daimler Hire, Ltd. Mr. P. H. D. Ryder has taken his place, Mr. C. D. Swain has been appointed technical director, and Mr. E. L. Marshall manager of the hire departments.

Recent changes in designations of members of the staff of the British Aluminium Co., Ltd. include Mr. G. W. Lacey who becomes director in charge of sales (previously director and general sales manager) and Mr. R. G. H. Linzee is now director in charge of establishment (instead of director and general establishment manager). Mr. G. A. Anderson is appointed general sales manager and Mr. H. H. Cundell home sales manager.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15491.—1936 Citroën Twelve
"T. G. D."—Maintenance hints and tips and also a handbook.

No. 15492.—1937 Morris Eight
"W. H. E."—Hints on tuning and also a workshop manual, not handbook, on loan or sale.

No. 15493.—1936 Frazer Nash-B.H.W.
"P. G. P."—Maintenance hints and tips, and a handbook for the 2-litre type 45 model.

No. 15494.—Conversion Head
"J. R. P."—Experiences of fitting a S.I.A.T.A. overhead valve conversion head to the Fiat 500.

No. 15495.—1935 Rover Fourteen
"C. R. L."—All possible information and a handbook for the sports saloon model.

No. 15496.—1936-38 Riley Nine Monaco
"R. G. W."—All possible information and a handbook.

No. 15497.—1934 Sunbeam Dawn
"S. F. R."—Maintenance hints and tips and a handbook.

No. 15498.—1932 Singer Junior
"D. E. P."—General information and a handbook.

No. 15499.—1928 3-litre Bentley
"A. D. L."—All possible information and a handbook for the Red Label model.

No. 15700.—1932 Standard Little Nine
"A. P. O."—Tips on maintenance and tuning, also a handbook.

No. 15701.—1920-31 18 h.p. Essex
"C. B."—All possible information, hints on tips on maintenance and a handbook for the Super Six model.

No. 15702.—1929 8 h.p. Vernon Derby
"G. S. J."—All possible information and a handbook.

No. 15703.—1937 TA-type M.G. Midget
"D. S. S."—Hints on tuning and a handbook.

No. 15704.—1937 2-litre Triumph Gloria
"W. F." (U.S.A.)—All possible information and a handbook for the convertible model.

No. 15705.—1928 3-litre Blue Label Bentley
"W. W. M."—All possible information and a handbook.

No. 15706.—Handbooks Required
"P. G. G."—1935 Alvis Speed Twenty.
"R. A. R."—1935 Series II Morris Oxford Sixteen.

"O. J. P."—1938-39 six- and twelve-cylinder Lagonda.

"P. T."—1933 Lanchester Ten.
"L. S."—1937 Hillman Minx.

"H. A. C."—1934 9.5 h.p. Triumph Gloria.
"J. H. W."—1937 16.2 h.p. Daimler.

"R. F. G. S."—1939 6-cylinder Pontiac Silver Streak.

"C. M. B."—1934 Riley Nine Monaco.
"A. E. F."—1937 Flying Standard Twelve.

"C. W. H."—1939 Triumph Dolomite.
"C. C."—1934 7 h.p. Jowett; 1935 Riley Falcon.

"L. B. P."—1935 11-litre Riley Kestrel.
"J. C. S."—1935 20 h.p. S.S.I.

"R. F. B."—1935 20 h.p. Airline S.S.I.; 1935 Alvis Speed Twenty.
"R. D. E."—1936 Alvis Silver Eagle.



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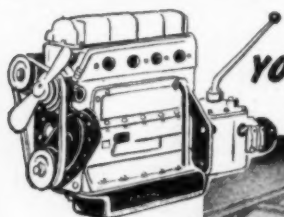
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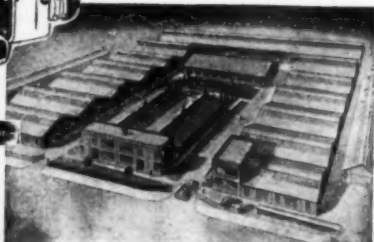
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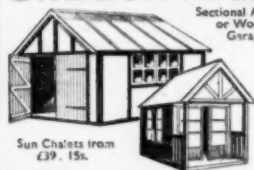
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1947	HUNTER Hawk	£850
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1939 ROVER 14 saloon de luxe	£595
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1939 SUNBEAM TALBOT 10 D.H. Coupe	£535
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1949 A.C. saloon, black and cream, cream leather upholstery, genuine 10,000 miles, many 1950-51 modifications, fitted H.M.V. radio, Smith heater, twin spotlights, mascot and tartan loose covers, £1,325, no dealers.—55, Broadwalk, South Woodford, E18. Wanted 2091

1949 A.C. saloon, black and cream, cream leather upholstery, genuine 10,000 miles, many 1950-51 modifications, fitted H.M.V. radio, Smith heater, twin spotlights, mascot and tartan loose covers, £1,325, no dealers.—55, Broadwalk, South Woodford, E18. Wanted 2091

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1949 Harold sports 2-seater, mileage 8,000, colour metallic grey, condition as new, £350

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

CAR MART, Ltd., 1949 Allard drop head coupe, 11,000 miles, £350.

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56 Park Lane, W.1. Regent 4366. 19085

CHIPPSTEAD MOTOR, Ltd.—See Sports Cars column.

1949 model Allard drop head four-door coupe, grey, as new, £385.

1949 Allard 2-seater, red; £355.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. 19757

1948 Allard 2-seater, 7,000 miles, perfect; £345. Tel. 2352/3. Anthony Crook, Caterham Hill, Surrey. 11596

1949 Allard drop head coupe, blue; £300, or near offer.—John Alcock, Waleys St., Biddulph, Stoke-on-Trent. 11369

GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green.—1949 Allard 2-seater, grey, 8,000 miles, one owner, Russell 0011. 11609

ALLARD black d/h coupe, 15 months old, Mercury engine just fitted, radio, heater, in first-class order; £250.—Hodrich, Consulting Engineer, 22, Bennett's Hill, Birmingham, 2. 19602

1949 (Oct.) Allard drop head coupe, dark blue, 4,650 miles only, one owner, condition regular, serviced, radio, taxed 1951; £325.—12, Grove Rd., Woodland Middlesex, London W.15. 19601

ROSE & YOUNG, Ltd., offer 1949 Allard 4-seater, touring, exceptional condition, red; £750.—65-69, Greenford Ave., Wrexham Hill, S.W.2 (1 min. Streatham Hill station). Tube Hill 646. 17707

Allard Cars Wanted

J. H. BARTLETT, the Allard buyers—27a, Pembroke Villas, W.11. Baywater 0253. 17471

WANTED Allard, any type considered.—6, Portofino Mrs. W.11 Park 4026. 15592

ALLARD wanted, private, touring or saloon, reasonable offer.—A. Wood, 4, Sandringham Gdns, Barking, Essex. Valentine 2659.

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Allard Spares and Service

ALLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6481.

A. RICHMOND MOTOR CO., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2553.

BRITISH & COLONIAL MOTORS, Ltd., require good A and one—Upper Rd. Martin's Lane, W.C.2. Tenn 5501. 11608

ENCON COACHWORKS, of Fulham, 9, Enticourt Rd., London, S.W.6. Tel. Fulham 4021—specialists in Allard body repairs, body fittings for all models in stock, makers of Allard J.2, K.2 and tourer bodies. 10467

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham 1 (Tol. Midland 5661), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

CLAND & TABOR, Ltd., offer—

1937 Allard 4.5 Charisworth saloon, ex-property of well-known motorist and in first-class condition, £675.

1938 Allard 12/70, finished in maroon and in excellent condition throughout; £525.

1947 Allard 14, 13,000 miles and in exceptionally good condition; £1,095.

APPLY Welwyn 461. 11445

200 cars under £400 to choose from.

249 cars—1935 Allard 14 Firebird sports saloon.

R. ALMOND Vaux, Canterbury Rd., Kilburn, N.W.6. Maude Vale 6044. Open till 7 p.m. 6 days a week.

GORDON CARS (LONDON), Ltd.—1949 Allard drop head coupe, black, red, 7,000 miles.—Belov.

GORDON CARS (LONDON), Ltd.—1948 Allard utility, excellent order throughout.—Gordon House, 57, Euston Rd., N.W.1. Euston 6611. 11157

£250—Thrupp & Maery Allard Speed 20 saloon, 1950, 3, good condition, heated.—Bus 6004

13000 miles.—A 1948 14 Allard saloon, maroon with brown upholstery, R.M.V. radio, £1390.

FUGGLE, Ltd., Bushey Heath, Herts. Tel. R. 1685. 19741

ALVIS 14hp October, 1948, Utility, low mileage, nearest offer to £705.—Tel. Gul. 5651. 29, Southamption Rd., N.W.5. 19693

BROOKLANDS for individuality: Allard distributors have for inspection and early delivery latest models, particulars on request.

1949 Allard 14hp saloon, black, red leather, speedometer reading 10,000 miles, examined and approved by makers.

1948 Allard 14hp saloon, black, red leather, small mileage, examined and approved by makers.

103 New Bond St., London, W.1. Mayfair 8551-6.

1947 Allard special sports saloon, 10,000 miles, grey, brown leather upholstery; £1,150.—Hughes of Fourmies, 54, Ponce Hill, Northampton. Tel. 4569. 19690

1931-2 12-50 Allard saloon in good condition, 1931—ex-cum 70 mph, low mileage one.

£195 Speed 20 sports saloon, 1935, free 12-month third-party insurance, 5 months' written guarantee.—Stuart Wilton, 255, Finchley Rd., N.W.3. Hampstead 5712 and 8552. 11578

1948 Allard 14 saloon black, sun roof, radio, twin headlights, 1948, 1949, low mileage, one owner, immaculate throughout, written guarantee.—12150—Morris & Co., 29-31, Edware Rd., London W.2. Tel. 5075-6. 19617

ALVIS Speed 25 Charisworth saloon, 1938, resprayed body, complete mechanical reconditioning, excellent tyres, 12.5, built in Jacks automatic lubrication, a sound car with a fine performance, a genuine bargain at £700 only.—Blow Park Row, Northampton 4672.

£475—Speed 20 Allard with Charisworth body design, whole car immaculate, interior as original, roof lining and carpets, engine and chassis excellent, magnificent bodywork; were this vehicle to be placed in recent Motor Show it would 'trickle' the show, this vehicle is actually a 1935 model! As whole vehicle looks so modern and worth more than £1,000 5 months' guarantee, hire purchase, exchange.—Lamp of 197, Green, Finchley showrooms: 421, High Rd., Finchley, N.12. Fin. 6221. 11345

946 Austin 10, one owner, new battery and engine, excellent condition; £600.—Box 19626

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN
MERES & MERES, Ltd. (Est. 1895), offer—
1935 Austin 10hp Litchfield saloon, 4 doors, beige with leather upholstery to match the coachwork and interior is excellent, mechanically sound good tyres, a genuine car in every respect. £265.—The Broadway, Mill Hill, N.W.7, Tel. Mill 2943. (1937)
1934 Austin 10 tourer, good condition. £165.—Beaufort.
1937 Austin 10 Cambridge saloon, good condition; £125.
1937 Austin 10 saloon, guaranteed small mileage; £125.
1947 1945—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3, Ham. 2221, May 1627. (1707)
1947 Austin 10H50 saloon, one owner, very carefully maintained. £675.
HILLINGDON MOTORS, 25-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. (1824)
1946 Austin 10 saloon, black with brown leather, one owner, mileage 24,000. £650.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Glia. 2234. (1934)
1946 Austin 10 saloon de luxe, black, brown leather, a well-maintained car. £600.
COLES GARAGES, Worple Rd., Wimbeldon, London, S.W.15, Tel. Wimbeldon 5410. (1517)
1947 1933 Austin 10 de luxe saloon, black, nominal mileage, exceptional condition. £475.
MACKIN & HARRISON (MOTORS), 492-6, High Rd., M. Chiswick, Chiswick 0558-2619. (19138)
1947 Austin 10 D.L. sal., one owner, 24,000 miles; £665.—A.E. Motors, Palmerden Rd., N.W.6, May. 4723. (1297)
1946 Austin 10 saloon, black with brown leather, low mileage. £635.—The Dip, Broxton, Devon, Exeter. (1977)
£595—1946 10hp Austin sunshine saloon, excellent condition.—Le Grice Evans, 107, Old Brompton Rd., S.W.7. (1177)
1940 Austin 10 de luxe saloon, guaranteed; £435; payments.—Clifford, 4, Russell Gdns, Marylebone, W.1. (1084)
1945 (September) Austin 10 saloon de luxe, black leather, excellent order throughout; £550.—Haskins, Ledbury, Hereford. (1934)
1939 Austin 10 Cambridge saloon, immaculate, new Dunlops.—Lionel H. Pugh, 15, 14, Brook Mews, W.1. (1934)
1940 Austin 10 saloon de luxe, black with brown leather interior, original paint work, well maintained car. £600.
1939 Austin 10 Cambridge saloon de luxe, blue with blue leather interior, showroom condition. £425.
1939 Austin 10 Cambridge saloon de luxe, grey with grey leather, absolutely unratched. £425.
1938 Austin 10 Cambridge saloon de luxe, black, blue leather upholstery, good tyres, clean nice car, good chassis; £311.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth, M.10. (1934)
1946 Austin 10 saloon, in excellent condition throughout; £525.—Bertram Owen, Hermitage Lane, Streatham, P.O. 2100. (1934)
1946 model Austin 10 sun saloon, excellent condition throughout; £625.—Alamy & Bernard, 372, Kings Rd., Chelsea, Fulham 7345. (1849)
1946 Austin 10, black, new engine and battery, excellent condition throughout, demister, fog light, £650.—Redlands, Upper Strand St., Wandsworth, Kent. (1971)
1947 Austin 10hp de luxe saloon, moderate mileage, black, brown leather, one owner, new; £625.—K.L.M. Motors, Ltd., 11, Brighton Rd., Coulsdon, Surrey, Tel. Uplands 4641. (1421)
1940 Austin 10hp de luxe 4-door sun roof, black saloon, leather upholstery, new engine fitted 1,000 miles; £530; terms, exchanges.—Tel. Ambient 2300, Turner, 99-111, Clarence Rd., London, E.5. (1643)
£575—Exceptional value, Austin 10hp saloon, December, 1936, popular 4-door de luxe model, with sunshine roof and real leather upholstery, very clean, well-maintained finish, one owner only since new.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 2041 (5 lines). Nearly 200 cars ready for inspection and immediate purchase, write for post-free catalogue; hire purchase, part exchanges; free delivery.
Wants—Austin 10 (Nov. 1945) de luxe 4-door Austin 10 saloon, dark blue, sliding head, blue leather, radio, demister, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead) 6041. (1221)
1947 Austin 10hp de luxe saloon, colour black with brown leather upholstery, this car is in immaculate condition and the mechanical condition is the desire of every motorist seeking reliability and performance (one owner).—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12, 11ford 0601. (1364)
Austin Ten Cars Wanted

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1939 Austin 16 Goodwood saloon, recommended engine, one owner, clean condition, unknown area, good investment at £425. Stray Motors, 180-184, West End, N.W.1. Hampshire 6499. (1101)

Austin Sixteen Cars Wanted

T H E
C A R
M A R T, Ltd.

AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House 297 Euston
Road, London, N.W.1

TELEPHONE Euston 1212

REQUIRED, saloon, 1935-36, must be in excellent condition—1344, Grange Rd., Remscote, 9139
CASH buyers of low mileage Austin 16, disinterested in no object—Hattions, Lord St., Southport, Tel. 2269
POST-WAR Austin 16 required, cash payment—Mortley, 54, Streatham Hill, S.W.2. Tube Hill 4448.

ROWLAND SMITH'S, the Austin 16 buyers—Hampstead High St. (Hampstead Tube). Hampshire 6041.
BRITISH & COLONIAL MOTORS, Ltd., require good Austin 16 cars—Upper St. Martin's Lane, W.C.2. Tel. 5961. (1072)

1948 or 1949 wanted from original owner preferably—Write Angor, 21, Lyndhurst Rd., London, N.W.3. (8967)

AUSTIN 16 cars wanted—Motorsists (London), Ltd. are immediate cash buyers of all post-war models—Great North Rd., E. Finchley Station, N.3. Tudor 2501-2. (10703)

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

1949 Austin A70 saloon, 4,000 miles; £1,255.

1950 Austin A70 saloon, 10,000 miles; £1,185.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (11118)

TOM GARNER, Ltd., offer—

1949 Austin A70 Hampshire saloon, brown with beige leather, radio, heater, sun roof, 2,000 miles only. Blackfriars 9265-6. (9097)

1949 Austin A70 saloon, unquestionable condition. Autowork (Winchester), Ltd. Tel. Winchester 4834/4806. (9724)

1949 (Aug.) Austin A70 Hampshire saloon, black, brown leather, adding roof, built-in radio and heater, 5,800 miles only, £1,250.

MORRISON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Broydon, Surrey. Established 1906. Tel. Wallington 3404. (8787)

1949 Austin A70 Hampshire saloon, 6,000 miles, £1,175.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (9363)

1950 Austin A70 Hampshire saloon, practically new, fitted radio, etc.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2359. (3057)

A90 2-tone, blue, etc. hood, windows, 6,000 miles, radio, many extras, £1,325.—Box P.P. 32055, Bansom Clarke, 57-61, Mortimer Street, W.1. (1440)

GORDON CARS (LONDON), Ltd.—1950 Austin A90 convertible, radio, heater, new black leather, 10,000 miles, 375, Euston Rd., N.W.1. Euston 6611. (1152)

A90 Atlantic convertible with power-operated hood, colour blue, mileage 5,000, just like new, spare unused, £1,350.—Bowles, 6, Elm Park Court, Pinner, Tel. 5683. (9966)

1950 A70 saloon, guaranteed mileage 8,000, faultless condition, £1,235.—R. S. Mead (Sons), Ltd., 42, Queen St., Maidenhead, Berks. Tel. Maidenhead 2640. (1274)

1950 Austin Atlantic A90 convertible, power-operated head, radio, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5961. (11059)

SINGULAR opportunity—1950 (ex-Covenants) A Austin A70 saloon, mileage only 900, in use for 3 weeks in summer only, £1,375.—Stanley Godfrey & Co., Clonville St., Clonville, telephone 6212. (10484)

1950 (Jan.) Austin A90 convertible, colour power-heater, 7,000 miles, black leather, radio and heater, 7,000 miles.—O'Brien Sports (Chester), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1581. (8971)

1950 (January) Austin A90 coupe, finished green with beige power hood, radio, heater, covers, extra mags, spare unused, 9,000 miles, immaculate, trade and part exchange enquiries invited—Morley, Ltd., 54, Streatham Hill, S.W.2. Tube Hill 4448. (1373)

Austin A70 and A90 Cars Wanted

WANTED, Austin A70, covenant free, low mileage, no dealers.—Robinson, 1, Rensel St., Cambridge. (9908)

AUSTIN EIGHTEEN

1937 Austin 18 York 7-passenger, exceptional GUY ALFRED & Co., Ltd., 6-7 Warren St., W.1. Euston 3268. (17394)

AUSTIN 18 Goodwood 7-passenger saloon, with division, one titled owner, recommended engine, 2,095.—Stadium Autos, 173, New Barn St., E.13. Alb. 3566. (19417)

1938 10hp Windsor 7-seater saloon, face-forward, genuine one private owner, W.1. C. Mortlake 254. Renault Rd., London W.10. Ladbrooke 3155. (5560)

1939 Austin 18 Norfolk saloon, black, brown leather, B.18, in excellent condition throughout, trade enquiries welcomed—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 1921-2. (19358)

A&S offer quality cars (no cheap and doubtful variety), inspection invited—SEVEN SEATER 1937/38/1939 Saloons also partitioned L.18 LIMOUSINES, exceptional selection, leather, black, certified mechanically. Seen—A. & S. SAUNDERS (100 LIMOUSINES: Lists posted), Providence Court, Grosvenor Square, Mayfair-2941. (19797)

Austin Eighteen Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars—297, Euston Rd., N.W.1. Euston 1212. (0956)

ROWLAND SMITH'S, the Austin 18 buyers—Hampstead High St. (Hampstead Tube). Hampshire 6041. (1024)

MODERN 7-passenger required, good order essential, cash selling, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (17274)

AUSTIN TWENTY

£725—Absolute gift, Austin 20 Mayfair de luxe full double stained limousine, bodywork immaculate, interior leather as new, whole vehicle maintained beautifully, engine recently overhauled, new pistons, etc., excellent tyres, genuine bargain, 3 months' guarantee, hire purchase, exchange.—Lamb of Wood Green, Finch. 5221. (1359)

LIMOUSINES.—1936/37 38 Mayfairs, partition, widest occasional, leather, black, exceptional selection. ALPE & SAUNDERS (100 LIMOUSINES: Lists posted), Providence Court, Grosvenor Square, Mayfair-2941. (19796)

ROWLAND SMITH'S, the Austin 20 buyers—Hampstead High St. (Hampstead Tube). Hampshire 6041. (1024)

7-SEATER LIMOUSINES 1937/38/39—also 28hp—details covered by A. & S. Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (12713)

AUSTIN A125 AND A135

TOM GARNER, Ltd., offer—

1950 series Austin A125 Sheerline saloon, black with brown leather, 5,000 miles only. Blackfriars 9265-6. (9664)

PHILIP RICKARDS, Ltd., offer—

1949 Austin Sheerline, grey, 6,000 miles, unused, W.1. Grosvenor 4772-3. (1023)

PHILIP RICKARDS, Ltd., offer—

1949 Austin Sheerline, 5,000 miles, black—4, 375, Euston Rd., London, W.1. Grosvenor 4772-3. (1023)

1949 Austin Princess, as new, 2,000 miles; offers over £2,000.—Box 8207. (1000)

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon, grey, 9,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. (1146)

GOLDERS Green—H. A. Saunders, Ltd., 1949 Austin Sheerline 3/8 saloon, grey, radio, 9,000 miles.—Spring 6211. (1174)

1949 Austin Sheerline, black biscuit upholstery, 11,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5961. (1070)

1949 Austin Sheerline, 10,000 miles, grey, immaculate, £1,625.—Clayton's Cars (Ld.) Ltd., 337, Euston Rd., N.W.1. Tel. Euston 3268. (9754)

1950 Austin Sheerline, black, beige leather, loose covers, radio and heater, less than 12,000 miles, £1,900.—Davies, Davies & Co., Ltd., West Town, Nr. Bristol. (1960)

AUSTIN Sheerline (Nov. 1950), mileage 700, A.B.M.T.A. permission sale without restriction; highest offer over £2,000.—F. W. Middleton, Tel. Barnsley 2441. (1366)

6400 miles, 1949 (Aug.) Austin A125 Sheerline black—Ernest Sutton, Cleve Hill 95 (Cheltenham) (Trade enquiries only please.) (1058)

1949 (Sept.) Austin Sheerline, finished in black with fawn hide upholstery, fitted heater and radio, very carefully maintained by one fastidious owner, superbly able offer, £1,635.—A. Z. Motors, MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24697. (8907)

1949 (September) Austin Sheerline saloon, 15,000 miles, black, unmarked throughout, one owner, superbly able offer, £1,635.—A. Z. Motors, 19, Newmarket Rd., N.W.6. Tel. M1. 4723. (9363)

1949 Austin Sheerline saloon, black with beige leather, radio, heater, lift-up tubes, etc., very carefully used from new, taxed, £1,595 or near offer—20, Leamington Rd., Coventry. Tel. Coventry 68223. (1962)

1949 (Oct.) Austin Sheerline saloon, gummat, grey leather, radio, heater, sun roof, spare unused, 8,000 miles only, £1,635.—A. Z. Motors, 19, Newmarket Rd., N.W.6. Tel. M1. 4723. (9363)

Austin A125 and A135 Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars—297, Euston Rd., N.W.1. Euston 1212. (0956)

BRITISH & COLONIAL MOTORS, Ltd., require good Austin 18 cars—Upper St. Martin's Lane, W.C.2. Tel. 5961. (1073)

URGENTLY required, 1949 50 Austin Sheerline or Graveland, Ltd., Reliance Garage, Watford Rd., Rick-pool, S.S. 42455. (19073)

LIMOUSINE 1938 28hp, Ranelagh, partition, widest occasional, genuine 23,500 miles, black, 1949 condition. Seen—A. & S. SAUNDERS (100 LIMOUSINES: Lists posted), Providence Court, Grosvenor Square, Mayfair-2941. (19799)

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS

FIRE car and limousine specialists

WRITE for details and location of cars to SALES Dept.: 45, South Audley St., London, W.1. (10658)

TANKARD & SMITH, Ltd., offer the choice of many Austin 8, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.2. Tel. Fiat 4601-3. (10374)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. (1024)

C. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low mileage Austin cars of any horse-power—46-53, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (10662)

ALL models Austin urgently required.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. (16367)

AUSTIN wanted—Smith's, 86, Chalk Farm Rd., N.W.1. GUL 2767. (10662)

CASH immediately for good Austin—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012, (11228)

ALL models Austin urgently required, see list at Taylor, 22, Conduit Mews, W.2. Mob. 6049. (19839)

RAWLINGS Bros., Ltd., 67a, Cromwell Rd., S.W.7. Austin, Frother St. are buyers, all types post-war models. (10182)

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins—Tel. Weybridge 253. (10641)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. (10662)

APPROACH us first before disposing of your Austin car—Tankard & Smith, Ltd., 194-199, Kings Hill, S.W.3. Faxman 4901-3. (10662)

WE are cash buyers of all Austin post-war models. The Warren Motor Co., 335-355, Euston Rd., London, N.W.1. Euston 7751. (10136)

1938-39 Austin 10 or 12 required, must be clean and genuine, mileage stated.—Wilsons, 16, Trinity Gdn., S.W.9. Brinkley 4611. (10313)

NORMAND, Ltd.

FURST-CLASS mechanics and highly efficient supervision produce the best results.—Tarrant & Norman, Ltd., 405-9, King St., W.6. Riv. 3665. (10629)

C. O. NORMAN & Co.

AUTHORIZED Austin retailers.

SPARE parts and components in stock—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (10662)

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 16, Grafton Way, Ealing 6717. (10180)

FOR Austin badging, running boards, 1931-39, see Broads, 5, Frederick Place, Brighton. (10582)

AUSTIN 7 spares any year, any part, largest stockists in U.K., exchange units. Try Northwood's first. 45-47, Newington Causeway S.E.1. Hop 2832. 2820. (10662)

BROCKHURST GARAGE—Harrow agents for Austin, 1931-39, sales service, repairs, re-conditioned units.—Udridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. (10623)

NEW gears, suitable 7, 10hp, etc.; reconditioned exchange smoothes repairs, trade discount.—Tarrant & Frazer, 10 Winchester Mews, N.W.3. Tel. 2267. (10194)

AUSTIN 7 owners—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application. Tel. Austin Seven 0661. (10662)

AUSTIN spares—largest stockists in South London and replacement units from stock; free delivery many areas.—Wimborne Motor Works Ltd., 28 High St., W.19. Wm 0123. (10414)

PRYNE & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical unit from stock; repairs and service to Austin exclusively.—57, Acce S.W.2. Bentley 1155. (10184)

BENTLEY (3½ & 4½-litre)

C M CAR MART, Ltd.

1948 Bentley Mark VI steel saloon, 19,000 miles; £2,500.

1939 Bentley 4½-litre Park Ward standard saloon, 6 months' guarantee; £2,250.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (11117)

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. M1-21/1960 (10 lines). (10636)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

£185 B.S.A. Scout 1937, sports open 4-seater, excellent mechanical condition, good hood, many extras. Road No. 1. Ham 5041

RENMOTORS, 1, Carendon Rd., Holland Park, London, W.11. Park 5067-7. Open Mon. 9-6 (50 yds. Holland Park Tube).

1940 B.S.A. Series 6 4-seater sports, 700 miles since R.A.V.E. Buins big this clutch, gear box, transmission, overhaul, 15 v. tyres, battery, carburettor, dual exhaust, 35 m.p.h., 4.5/5, or exchange better by any make—Box 8160. (1937)

295 B.S.A. Scout (March 1940), Series 2 4-seater, motor, motion, leather, very good condition, terms, exchange; list open 9-7 week-days and Saturdays—Row and Smith, Hampstead (Hampstead Tube) Hampstead 6011. (1220)

B.S.A. Cars Wanted

R ROWLAND SMITH'S the B.S.A. buyers—Hampstead Road High St. (Hampstead Tube) Ham 5041

RAYMOND Way the hire-purchase specialists, are also buying B.S.A.s and have unlimited cash available—Custard Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (1039)

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail—161, Gt. Portland St., W.1. London 7453

SALES parts for 10hp and 12.6 fluid flywheel models—A. Allen, Victoria Road, Clapham, S.W.4. Macclesfield 1199 and 6252-3.

BUGATTI

BROWNS for Bugatti.

1937 registered 1937, Bugatti type 41 supercharged 2.5 litre, 10-120mph, 1000 cc, capable of 102mph in 3rd gear, 110-120mph in top, bodywork in exceptionally clean condition, finished in Bugatti blue, leather 11 miles. (1706)

BROWN'S GARAGE, Loughton (Essex) 4119 (Tube). (1937)

£435—Type 49 Bugatti, luxurious 4.5-litre 4-seater coupe, in faultless condition, 55 m.p.h. at 20 mph—Box 1095. (1951)

Bugatti Spares and Service

J LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maids Vale 1531. (1007)

BUTCH

SIMPSON'S MOTORS, offer—

1937 Buick phaeton drop head: £550.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 5903. (4794)

J JOE THOMPSON (MOTORS), Ltd., offers—

1948 Buick 51 super saloon, right-hand drive; colour black, fitted radio, very low mileage; £2,500. (1950)

J JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michell's), Ken. 4856.

1937 Buick Viceroy saloon, radio, excellent—W. J. ALPHEDES & Co., Ltd., 4-7, Warren St., Brixton 3595.

1950 Buick type 43 4-door streamline saloon, 1,300 miles, brand new; £3,350—J. F. Crawley, Western 1015.

L LIMOUSINES—Roomy 8-seaters, not ex-hire, from £1,500—Laxton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226.

B BUICK 41b, coupe, reg. 1950, 1947-8 model, 17,000 miles, power operated head, radio, guaranteed low condition, £1,850—Daytime, Hendon 1350, evening Midway 1774.

1937 Buick Viceroy, one owner, colour black with brown leather upholstery, 27,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5598. (1132)

L LIMOUSINE, 1935-6, 7-seater face-forward occasional use owner since new, mileage 70,000, new tyres; £395—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 2642. (1275)

B BUICK 1937 model, fitted with coachbuilt fourseater drop head coupe, by Carlton Bodies, Ltd., spotless condition, all new tyres, many extras; £545—Brevet Flying Club, 11, Chester Road, St. Mary's, W.1. Qno 1353.

B BUICK Viceroy 50hp saloon, 1937 model, 44,000 miles from new, built-in radio and many extras, equipped throughout, taxed, any trial; £475—Linley 153, Tensall Lane, Northfield, Birmingham, 51. Tel. Priory 3012. (1954)

1938 fourseater drop head coupe, by Carlton Carriage Co. this car has had one owner since new, is equipped with radio, 2 spare wheels, new hood, new, maintained regardless of cost, total mileage 35,000; £555—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 2642. (1275)

SHOOTING brake, 1937, Viceroy chassis, with luxurious 10-seater division, leather, leather seating, 100 flat into floor, lovely condition throughout, immaculate cream paintwork, ideal vehicle for hotel, contract, hire, team or hand transport; £550—Berry, White Lodge Farm, Bell Bar, Hatfield, Beds. 1112. (1126)

1938 American Buick saloon de luxe, fitted with built-in Motorola radio and many extras, 110hp, black with whitened upholstery, one owner, magnificent vehicle; £685; terms, exchange, hire purchase—Covell Motor, American Automobile Specialists, 473, Cranbrook Rd., Ilford, Essex, Tel. Vauxhall 1096. (1930)

£595 but improved to 1940 design by fitting spares wheels in boot, interior Bedford cord, really excellent and unmarked exterior, very genuine example at low price; 3 months' guarantee, hire purchase, exchange—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.15. Fin. 6221. (1340)

A & S Offer exceptional Buick Limousine, widest occasional black leather condition. Also

L LIMOUSINE, 1937, partitioned Pullman, widest occasional black leather condition. Also

L LIMOUSINE, 1937, partitioned Pullman, widest occasional black leather condition. Also

A LPE & SAUNDERS (100 Limousines, Ltd., provided by Providence Court, Grosvenor Square, Mayfair, 1901. (1978)

Buick Cars Wanted
CASH immediately for good Buick—H. F. Edwards, 42, Upper Regent St., Vauxhall 3303. (1244)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick, Wembley 5903. 10664

R OY GAWWAY, Ltd., 21, Park St., Berkeley Sq., (Grosvenor 4747), urgently desire to purchase modern American cars. (10436)

SOLE concessionaries, Lendrum & Hartman, Ltd., will purchase used Buick models—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. (1504)

BUICK spares and service
BUICK Works, Old Oak Lane, Willesden Junction N.W.10. Tel. Edgware 7911. (1041)

CADILLAC
BROWN'S for Cadillac.

1936 Cadillac limousine 7-seater, face forward occasional, leather front, Bedford cord rear, winding partition, most impressive car; £475—Brown's Garage, Loughton (Essex) 4119. (Tube). (1819)

J JOE THOMPSON (MOTORS), Ltd., offers—

1939 Cadillac 60 special Fleetwood saloon, colour black, fitted radio

J JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michell's), Ken. 4856.

CADILLAC coupe, 1939, nice condition, carefully maintained, steering column change, many extras; £1,375—Box 8264. (1154)

CADILLAC coupe 1939 6-seater, metallic maroon, immaculate, can be mistaken for 1950 car, built-in push-button Motorola radio, steering change, twin spot-lights, 2 spare all new tyres, 32,000 miles, chauffeur maintained, any examination and trial, owner has purchased 1949 model; private sale at the very reasonable figure of £295; you will not be disappointed if you inspect this car—Owner, Tel. Orpington 2431 for appointment. (1155)

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac, Wembley 5903. 10665

R OY GAWWAY, Ltd., Old Oak Lane, Willesden Junction N.W.12. Tel. Edgware 7911. (1041)

CADILLAC spares and service
CADILLAC Works, Old Oak Lane, Willesden Junction N.W.12. Tel. Edgware 7911. (1041)

CHEVROLET
SIMPSON'S MOTORS offer—

1949 Chevrolet, genuine 4-door saloon, heater, immaculate, low mileage

1949 Chevrolet, genuine 4-door Aerodynamic, exceptional post-war car, very streamlined, Chevrolet and interior

1949 50 Chevrolet coupe, very latest model, low mileage, cream with red interior, fully equipped, extra wide, large, blower, heater, radio, spotlight.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 5903. (1818)

J JOE THOMPSON (MOTORS), Ltd., offers—

1948 Chevrolet convertible coupe, L.H.D., colour maroon, electrically operated hood, fitted heater; £1,400. (1950)

J JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michell's), Ken. 4856.

1948 Fleetmaster 4-door saloon, L.H.D., 22,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5598. (1132)

1950 (April) Chevrolet D.T. Sedan, 12,000 miles only, ex-Embassy, practically new; £1,775. 11289

£395 Chevrolet Motor de luxe 51 50hp touring saloon 1939 6-seater model, finished in black and chrome, independent front wheel suspension, gives a magnificently smooth ride, genuine opportunity to purchase a 1939 American car at a really competitive figure.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 300 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase, part exchange, free delivery. (1955)

CHEVROLET 1947, Nov., property of engineer, in exceptional condition, 26,000 miles, absolutely draft-proof, ideal for invalid due to very easy steering and good fuel economy, car licensed and insured, any trial; £1,450—Apoy, Reined Brake Drums, Ltd., 76, High St., London, E.C.4. (1556)

Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet 5903. 10666

DISTRIBUTORS for London & Home Counties require good Chevrolet cars—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5598. (1053)

Chevrolet Spares and Service
CHEVROLET spares and repairs for private vehicles—only distributors for London and Home Counties—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5598. (1132)

CHRYSLER
DICKS CAR SALES offer—

1937 Chrysler 24hp saloon, radio, fine order

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6058-9. (1936)

SIMPSON'S MOTORS offer—

1949 (first registered) Chrysler Royal, genuine

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 5903. (1893)

CHEVROLET 1949 6-cylinder 50hp engine and drive unit; offers—Blackbros Service Station, Blackbros, Sussex. (1131)

1939 since new, in beautiful condition throughout, fitted push-button radio; £555—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 1392. (1392)

£625—Chrysler 1940 6-cylinder motor, good position, war front design, and up most of the war and really immaculate throughout, many new tyres—Box 80.

£375—Outstanding example of Chrysler Wembley 5903 24hp de luxe saloon, bodywork and interior rather immaculate, although registered Sept. 1937, could pass for much later and more expensive motor; 3 months' guarantee, hire purchase, exchange—Lamb of Wood Green, Finchley Showrooms; 421, High Rd., Finchley, N.15. Fin. 6221. (1129)

FRANKARD & SMITH, Ltd., offer 1937 Chrysler 24hp

T 24hp saloon, in black with brown hide upholstery, one careful owner since new, speedometer reading 45,000 miles, which is believed to be quite a genuine, fitted overdrive and free wheel, giving wonderful performance with great economy of fuel, very clean car; £350; 5 months' written guarantee—Box 200 guaranteed used cars of all makes—198, Kings Rd., S.W.3. Tel. Fiamman 4801-2. (1977)

L IMOUSINE 1937 Wembley 24hp partition, widest occasional, leather throughout, excellent condition, black, certified mechanically.

A LPE & SAUNDERS (100 Limousines, Ltd., provided by Providence Court, Grosvenor Square, Mayfair—1901. (1978)

Chrysler Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler, Wembley 5903. 10667

FRANKARD & SMITH, Ltd., offer 1937 Chrysler 24hp

CHRYSLER cars wanted, 1939 onwards—Brown & White (Leeds), Ltd., 115, Broadbury Rd., Leeds, Tel. 43453.

7 SEATERS 1937/38/39 Royal-Wimborne-Dorset, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square, Mayfair—2941. (12726)

AUTO SALES (LONDON), Ltd., Chrysler cars, purchase all types of Chrysler vehicles—59-65, Belair Rd., Swiss Cottage, N.W.8. Mal. 5555. (10643)

Chrysler Spares and Service
CHRYSLER official service agents.

R EPAIRS, spares, exchange engine service—Church Road Eng. Co., Ltd., Haddenham, Essex. Tel. Haddenham 5874/5727.

V HRYSLER Specialists, repairs, spares, exchange engine service—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 251.

CITROEN
WIMBUSH for Citroen.

CITROEN Light 15 saloon, 1947 model, grey with red upholstery, superb condition, twin carburetors; £1,550.

R C. WIMBUSH, Ltd., 512, Earls Court Rd., London, S.W.5. Frenstant 0401. (1213)

J JOHN S. THURSCOTT, Ltd.,

A COMPREHENSIVE range of post-war Citroens is offered. Always maintained, only first-class examples are offered.

PRESENT stock includes 1947, 1948, 1949, and 1950 Citroen Light 15 saloon.

EACH car has been thoroughly serviced throughout and is ready for immediate use; full details of current stock and interesting literature, and 7 sent on request.

173 Westbourne Grove, Bayswater, W.11. Day 4274. (1949)

DAGENHAM MOTORS, Ltd., offer the following car—

1949 (Nov.) Citroen Light 15 saloon, sun roof, black/brown hide, 6,000 miles.

56 Park Lane, W.1. Regent 4866. (808)

H. W. MOTORS, Ltd., the Citroen specialists, offer—

1950 (reg. 1949) Light 15 saloon, black/brown leather, 6,100 miles; £1,250.

1949 Light 15 saloon, black/brown leather, 11,000 miles; £1,250.

1949 Light 15 saloon, maroon/red leather, 19,000 miles; £1,275.

1947 Light 15, black/grey leather, 25,000 miles; £1,275.

1947 (reg. '46) Light 15, black with brown leather, 32,000 miles; £1,275.

1947 (Dec. '46 delivery) Light 15 saloon, black/brown, loose covers, new tyres, Blume wheel, outstandingly good chassis; £250.

1940 6-cpl. saloon, green/green leather; £350.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. (1912)

WORTHINGTON MOTOR Co. Ltd., for Citroen spares, service, Tel. Worthing 71.

A C SERVICE STATION (LONDON), Ltd., offer from the first stock of Citroens in the country—

1950 Citroen Light 15 saloon, black, 5,000 miles; £1,200.

1950 Citroen Light 15 saloon, maroon, 14,000 miles; £1,125.

1949 Citroen 15 saloon, grey, 12,000 miles; £1,005.

1949 Citroen 15 saloon, black, 20,000 miles; £995.

1949 Citroen 6-cylinder 22hp saloon, black, many extras; 12,000 miles; £1,575.

NORTH Circular Rd., Stonebridge Park, N.W.10. Egar 5585 (5 lines). (1229)

1948 15hp Citroen saloon, 8,900 miles, radio, twin spot lights, colour silver, red leather; £925.

£825—1937 15hp Citroen saloon, black/brown leather, 11,000 miles (Maybury 1936).

1950 Citroen 15, grey/red leather, 6,500 miles, registered 3.1.50; £1,165—Gray, 42, Grosvenor Rd., W.4. (11257)

1937 Citroen 12 24hp saloon, recent £190 mechanical overhaul, colour silver/green leather; £285—Cookson, St. Clements St., Leamington (1994)

1948 (Sep.) Citroen Light 15, black/brown leather, 9,000 miles, super condition throughout; over £550—11, Ravensworth Ave., N.19. Middlesbrough. (1993)

1949 Citroen Light 15 saloon, black with brown leather, replacement engine fitted recently, Bosch radio, lamp, magnificent condition throughout including tyres—£475—341, King St., Hammersmith, Riverside 2837-8. (1524)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN Cars Wanted
C. G. NORMAN & Co.
 CITROEN Sole Distributors for the County of London
 BUYERS of low-mileage Citroen cars—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.
CIT SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are anxious to purchase
 a post-war Citroen Light 15 and 6-cylinder cars—
 1000 Circular Rd., Epsom, Surrey, S.W.10. E 249
 5495-15 lines

JOHN B. TRUSCOTT, Ltd., urgently require Citroen.
EXCEPTIONAL prices offered for low mileage fully
 well-kept examples—175, Westbourne Grove, W.11.
 Bay 4274.

HOWLAND SMITH'S, the Citroen buyers—Hansa
 Road High St. (Hampered Tube), Ham. 6041
W. MOTORS, Ltd., always require first-class
 Citroen—Tel. Walton-on-Thames 783 and 1437

WANTED, privately owned 1936 Citroen 12 de Luxe;
 state condition and price by writing—E 249, 66,
 London Rd., King's Lynn.

A. FREEMAN, Ltd., Grosvenor Garage require—
 Citroen six cyl. and light fifteen—Barnard Lane,
 Manchester 19. Tel. Ru. 2674-5.

K. BENTLEY & TROTT, Ltd., urgently require good
 post-war Citroen cars—554-566, Wilkham Rd.,
 Shirley, Croydon, Spinnaker 3477-8.

Good spares, etc. Services

C. G. NORMAN & Co.
 CITROEN sale distributors for the County of London
 Citroen spares and service—50, Vauxhall Bridge
 Rd., S.W.1, Victoria 2211.

SALES of Croydon—Distributors and specialists for
 over 25 years. Tel. Croydon 3131-2.

B. RING, your used cars to the Citroen specialists; we
 will recommend you.

THE HEADLIGHT MOTOR & ENO., Co., Ltd., 8,
 C. Oley Rd., London, E 249.

WIDECOMBE GARAGES, Ltd., Putney Rd., state
 4802—Citroen spares, reconditioned drive trains,
 48-49 service.

CITROEN specialists, breakdown service, exchange
 cars, low priced repairs—Grosvenor Garage, 29-30,
 Euston Road, S. Kensington S.W.7. Tel. 6974

CITROEN—We are distributors for N.W. Kent and
 specialists recommending these cars, front drive
 assemblies fitted from stock—Barnhurst Garage, Ltd.,
 Box 104, Heath 725.

CROSSLER
 1937 Crosley 8-litre sports 4-door saloon, one
 owner, 15,000 miles only, exceptional car.
 4325—John Gray, 20, Hermitage Lane, N.W.2. Speed-
 well 1242.

CAR MART, Ltd.
 1947 Daimler 7-seater Windowless limousine, 15,000
 miles, £2,975—Car Mart, Ltd., 320, Euston
 Rd., N.W.1. Tel. 1212.

OVERSEAS CARS, Ltd.
 1948 2½-litre Daimler saloon, black, green leather,
 seat covers, mileage 9,145; £1,575. For other
 Overseas Car bargains see page 39.

O. Vardis & Co., 10, Tottenham Court Rd., Bromley Rd.,
 Knightsbridge, S.W.7. Tel. Kensington 7472.

BROOKLANDS for individuality.
 1946 Daimler 2½-litre saloon, blue, blue leather,
 one owner only, exceptional condition.
 New Bond St., London, W.1. Mayfair 3543.

CHARLES POLLETT, Ltd., offer—
 1947 Daimler saloon, grey, red leather, 26,000
 miles, radio, very carefully maintained;
 £1,375.

18, Berkeley St., W.1. May. 6265.

SERVICE Works & Stores, 12, Wellesley Ave., W.6,
 Riv. 1413.

STRATFORD, Ltd., Daimler specialists.
 DAIMLER 2½-litre saloon (1949), black with brown
 leather, radio, heater and demister, low mileage,
 excellent condition; £1,450.

DAIMLER 2½-litre saloon (1948), blue with blue
 leather, radio, heater and demister, most attractive;
 £1,595.

DAIMLER 2½-litre saloon (1946), black with green
 leather, chauffeur maintained, in outstanding
 order; £1,295.

DAIMLER 27hp limousine by Hooper, black with fawn
 cloth to rear, 2 fine touring excursions, electric
 clocks, 11,000 miles, as new; £3,150.

DAIMLER 27hp limousine (1935 O.P. chassis), fitted with
 latest type 27hp engine, by Daimler Co., body
 in good order throughout; £2,695.

STRATFORD, 40, Berkeley St., W.1. (Mayfair 4294).
 S. Service, 10, Strand St., Russell Sq., W.C.1. 19755

1937 Daimler E.30 sports saloon de luxe; 4495.
GEORGE NEWMAN & CO., 369, Euston Rd., N.W.1.
 Euston 4466.

DAIMLER 15 sun saloon 1935, in immaculate
 condition throughout, 2 owners, bargain; £1,155—
 Ch. 4461 till 6 p.m. or Ch. 4737 after.

CROSSER MOTOR MART—1939 Daimler 20hp saloon,
 black, engine 42,000 miles, superb, written guar-
 antee—5, Warren St., W.1. Euston 4110.

SPINK (BOURNEMOUTH), Ltd., engaged exclusively
 in the distribution of Daimler and Lanchester cars,
 consult us when buying or selling; all spares and every
 service.

DAIMLER House, Bournemouth, Tel. 5405 10544

1949 (August) Daimler 2½-litre Barker four-seater
 coupe, mileage only 9,000, chauffeur driven,
 car as new; price £1,725—Winchester Motor Co., Ltd.,
 Winchester, Hants. Tel. 3231.

15hp Daimler de luxe saloon, in almost original con-
 dition, black with dark blue hide upholstery which
 is almost as new, mats hardly sold, mechanically good,
 practically new tyres, the whole car in nice condition
 and thoroughly reliable—Taylor Motors, 222-224,
 Purley Way, Waddon, Croydon, Tel. Croydon 6225.

445, Purley Way, Waddon, Croydon, Tel. Croydon 6225.
 14043

DAIMLER
 1949 Daimler 2½-litre saloon, one private owner,
 magnificent condition, £1,685, exchanges,
 terms—Wentworth Garage, 1178, Christchurch Rd.,
 Bournemouth. Tel. Southbourne 1022.

1949 2½-litre Daimler 4-door coupe by Barker,
 43 and 44, leather red and black, 15,000 miles,
 immaculate, 5,000 miles—Sidney Marcus, Ltd., 45,
 Sloane St., S.W.1. Tel. Sloane 5557-970.

6875 sports saloon, duo grey, sliding head, blue
 leather, price £1,000, very carefully used, exceptional
 condition, terms, exchange—Row and Smith, 4-cv.
 5955.

5955 sports saloon, duo grey, sliding head, blue
 leather, price £1,000, very carefully used, exceptional
 condition, terms, exchange—Row and Smith, 4-cv.
 5955.

1935 drop head coupe, grey and black, grey leather,
 very good condition, terms, exchange, list open
 9-7 week-days and Saturdays—Row and Smith,
 Hampstead (Hampered Tube).

DAIMLER D815 saloon, last out of covenant, nominal
 £1,000, grey with maroon hide, Radomobile,
 heater, one driver, immaculate condition, cost
 £1,500; price £1,750 or near offer—79, Arn. 2440, 19355

GORDON CARS (LONDON), Ltd.—1948 Daimler 2½-
 litre saloon, grey red leather, H.M.V. radio heater,
 17,000 miles, one owner only, exceptional throughout—
 Gordon House, 273, Euston Rd., N.W.1. Euston 6011.

LIMOUSINE 1936/37 28hp, partition, widest occa-
 sional, superative condition, black, certified
 independent—L. & SAUNDERS (100 Limousines: Lists posted)
 A. Providence Court, Grosvenor Square, Mayfair—19783

Daimler Cars Wanted

THE CAR MART, Ltd., wish to purchase Daimler
 cars—150, Park Lane, W.1. Grosvenor 5454.

CASER immediately for good Daimler—H. F. Edwards,
 23, Upper High St., Epsom 9400.

ROCKLAND SMITH'S, 24, Upper High St., Epsom 9400.
 High St. 24, Upper High St., Epsom 9400.

A. P. KITO, Ltd., 42, North Audley St., W.1.
 require modern Daimler cars—Mayfair 3543.

BRITISH & COLONIAL MOTORS, Ltd., require
 Daimler cars—Upper St. Martin's Lane, W.C.2.
 Tem. 2501.

DAIMLER wanted, 28hp E.I. type limousine, via
 full particulars—Finlandia, Ltd., 215, Wilton Rd.,
 Rushmore, Wokingham 14. Rushmore 2834.

DAIMLER modern 4-cv. and 6-cv. 52, urgently
 required, cash waiting, details please—Alpe &
 Saunders, Providence Court, Grosvenor Square, Mayfair—2941.

Daimler Spares and Service

ARCO MOTORS, Ltd.—Preselector gear boxes, en-
 gine changes and repairs—169, Fulham Rd., S.W.3.
 Fulham 7501.

GEAR boxes—H. & A. Engineering, 35, Great St.,
 Addickscombe, Tel. Add. 2531.

DAIMLER specialist for 38 years, guaranteed repairs
 and coachwork—J. B. Taborne, 30, Wilton Row,
 S.W.1. Sloane 4605.

CROYDON—Donald Jones & Co., Ltd., Daimler and
 Lanchester, specialists for sales and service—Kid-
 derminster Rd., Croydon 3772.

DAIMLER Lanchester spares; all models, h.p.s. re-
 conditioned, units exchanged—Lange's, 16-24,
 Malton Rd., N.5.

DAIMLER and Lanchester spares—Large stock of
 spares for most models; specialists in spares suit
 essential, etc. for the Daimler series—H. & A. Motor
 Agents, Victoria Rise, Clapham S.W.4. Macaulay 4199
 and 6252-3.

DELAGE
 DELAGE DG-75 sports 4-door saloon, fitted total elec-
 tric start and 12-cylinder control, shock absorbers, first
 registered October 1948, whole car completely recondi-
 tioned, finished two colour grey, with blue leather
 upholstery, undoubtedly the finest car of this type avail-
 able today.

TOBY MOTORS, Regent Rd., Great Yarmouth, Tel.
 3273-4.

Delage Spares and Service
SELBORNE (MAYFAIR), Ltd. (Incorporating Sel-
 borne Motors, Ltd., established 1926).

RAPID repair and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office 82, Park St., W.1. 10650

WE buy, sell and repair Delages—M.A.R. & H.
 Garage, Abbey Rd., St. John's Wood, N.M.B. 1009

DELAVAYE
KEVILL-DAVIES & MARCH, Ltd.

1937 Delays 27hp 2-door saloon, S.W.1. Tel.
 41-42, Ray's Meats, Berkeley Sq., W.1. Tel. 7113

CHIPSTEAD MOTORS, Ltd.—See our advertisement
 under "Sports Cars". 19629

Delays Cars Wanted
CHIPSTEAD MOTORS, Ltd., Clarendon Garage, 197,
 Fulham Rd., Kensington, S.W.3. are keen buyers
 of late models. Faxman 9552.

Delays Spares and Service
SELBORNE (MAYFAIR), Ltd. (Incorporating Sel-
 borne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delays cars.
 U.S.A. and other overseas enquiries invited

HEAD Office: Regional House, 82, Park St., W.1. 10600

D.K.W.
B. & M. GARAGES, Ltd. for super reconditioned
 cars and cars, and guaranteed spares, brand new
 crankshafts, sleeve driven blocks, £10-10, both items
 on exchange—Taylor Motors, 222-224, Purley Way,
 Waddon, Croydon, Surrey, and over-
 hauls our speciality—B. & M. Garages, Ltd., 42a, St.
 Michael's St., W.2. Paddington 1377.

D.K.W. Spares and Service
 NEW big-end and main fitted to D.K.W. crankshafts.
C. F. SMITH & Co., 83-85, St. John's Hill, Clapham
 Junction, Bat. 0971

Dodge Spares and Service
 Dodge specialists, repairs, spares, exchange engines,
 Church Road Engineering Co., Ltd., Dodge Dis-
 tributors, Hendrich, Essex. Tel. 50474-5127.

DODGE specialists, repairs, spares, exchange engine
 service—L. A. Munnell (Motors), Ltd., 1, Balham
 High Rd., London, S.W.12. Tel. Balham 1234.

DICKES CAR SALES offer—
 1939 Fiat 500 coupe, very attractive and com-
 mercial car; £625.

DICKES CAR SALES, Ltd., 385-401, High Rd., Kil-
 burn, Maida Vale 6308-9.

MAYFAIR GARAGES, Ltd., for your Fiat—Below.

MAYFAIR GARAGES, Ltd., hold the largest selection
 of pre-war Fiat 500s in the country. Below.

MAYFAIR GARAGES, Ltd., offer a big number of
 fully reconditioned and series convertible coupes,
 modified to post-war colour scheme, at £235, delivery
 approximately 3 weeks—Below.

MAYFAIR GARAGES, Ltd., List of selection of Fiat
 500s on request, together with hire purchase terms and
 copy of "Autocar" road test report—Below.

MAYFAIR GARAGES, Ltd., stock numerous self-
 fitting body trims, such as sectional rubber door
 surrounds, boots, running boards, etc.; list on request.

MAYFAIR GARAGES, Ltd., Fiat sales, service, repairs
 and restoration by skilled operators—Below.

MAYFAIR GARAGES, Ltd., Balderston St. (opp. Ref-
 ridges clock), Mayfair, W.1. Mayfair 3104-5. 19751

CHIPSTEAD MOTORS, Ltd., see our advertisement
 under "Sports Cars".

FIAT 350 convertible coupe, March, 1939, delivery in
 mint condition, a fine specimen; £230—Box 606.

1937 Fiat 500 drop head saloon, complete mechi-
 cal overhaul, BW 1798, BW hood—Box 1121.

1938 Fiat 500 saloon, recent complete overhaul,
 guaranteed in really superb condition; £239; 3 months
 guarantee, terms and conditions—Below.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
 Hoxney, Mountview 5228 and 5774.

1937 Fiat 500 d.b. coupe, complete engine recondi-
 tioned, one owner, E.30—Smith & Hunter,
 Ltd., 376, Kensington High St., London, W.14. Tel.
 10009.

C. V. RUSHER, the Fiat specialists, fully recondi-
 tioned and guaranteed models available; only 1939
 Fiat 500 convertible, 1939 Fiat 500 convertible, 1939
 Fiat 500 convertible, 1939 Fiat 500 convertible.

1939 (August) Fiat 500 full 4-seater cabriolet,
 silver and black with red leather, immaculate
 condition, outstanding car, written guarantee, terms,
 exchange—H. F. Edwards, 154, Gt. Titchfield St., W.1.
 Langham 0314.

365-cv. Fiat 500 1939 de luxe convertible 4-seater
 saloon, maroon, green, fawn leather, carefully
 used, excellent condition, exchange—Below.

G.H.A. D.H. four-seater, very elegant and outstanding ap-
 pearance, produced, reconditioned, new ivory trim Com-
 plete upholstery, radio, reconditioned and barely
 run in, new Exide battery, latest twin air lights, twin
 Miraflores, fitted new car, complete completely re-
 conditioned, better than new, new, new, new, new,
 battery, bumpers, spare wheel cover, re-chromed; £395,
 —Derrington, 159, London Rd., Kingston 5621-2. 19113

For cars wanted

HOWLAND SMITH'S, the Fiat buyers—Hampered
 Rd. St. (Hampered Tube) Ham. 6041.

CASH immediately for good Fiat—H. F. Edwards,
 154, Gt. Titchfield St., W.1. Langham 0312.

MAYFAIR GARAGES, Ltd., sell more pre-war Fiat
 yearly than any firm in the country, so are always
 ready cash buyers of all models. Below.

MAYFAIR GARAGES, Ltd., also require neglected
 Fiat for reconditioning; send brief particulars and
 price required—Below.

MAYFAIR GARAGES, Ltd., Balderston St. (opposite
 Refridges clock), Mayfair, W.1. Mayfair 3104-5.

Fiat Spares and Service

FIAT 500cc, genuine Fiat spares, reconditioned engines,
 gear boxes, starters, dynamos, etc. guaranteed
 terms—B. & M. Garages, Ltd., 42a, St. Michael's
 St., W.2. Tel. Bat. 1644.

FIAT (ENGLAND), Ltd., Water Rd. Wembley, sole
 licensees for the United Kingdom, are only suppliers
 of genuine Fiat spares and service. Tel. Perivale 5511,
 Grams Fiat Wembley.

B.D.J. (ENGLAND), Ltd., offer exchange engines,
 1939 Fiat 500, 1939 Fiat 500, 1939 Fiat 500, 1939 Fiat 500,
 new and used engine chassis and body parts—
 15, Park Rd., Harewood, Herts. Herts. 10328

500, 1100 and 1500, full range of spares, recondi-
 tioned engines, gear boxes, new valves, dynamos,
 starters, radiators, in reconditioned and new, over-
 hauls our speciality—B. & M. Garages, Ltd., 42a, St.
 Michael's St., W.2. Kingston 5621-2.

PERRY'S OF HARROW
 HAVE an excellent selection of post-war 5hp saloons
 available.
 PHONE Harrow 1031 for details

W. HAROLD PERRY, Ltd., station Bridge Wield,
 1947 Ford Anglia, 27,000 one owner, excellent
 condition, £450—32, Orford Rd., Waltham-
 store, Kington 1396.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)
G. P. (BALHAM), Ltd., offer:—
2855—1938-9 Ford 8 saloon, reconditioned engine, excellent condition, original choice of three—No. 10, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-4-9. (1946)

ALAN TAYLOR MOTORS, Ltd., offer:—
1949 Ford Anglia saloon, £255.
HIGH ST., Wandsworth, S.W.18. Vandyshe 4155 (15 lines). (1353)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.
1949 Ford Anglia saloon, black, 6,000 miles.
1949 Ford Anglia saloon, black, red, 12,000 miles.
56 Park Lane, W.1. Regent 4866. (1307)

1947 Anglia, very carefully used; £450.—Below.
1946 Ford 8 Anglia saloon, good tyres, clean and very sound; from £425.—Smith & Hunter, Ltd., 570, Kensington High St., London, W.14. Tel. Western 2512. (1011)

1939 Ford 8 saloon, blue, especially good chassis; £325.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (18463)

1938 Ford 8 saloon, green leather interior, this car has been reconditioned throughout.
WALTON-ON-THAMES MOTOR CO., Ltd., Walton 520. (1986)

1949 Ford Anglia saloon, 11,000 miles, beige, beautiful condition throughout; £395; also Ford 8 saloon, beige leather interior, excellent mechanical, very good bodywork and interior; £350.
NEPHERIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Glia. 2234. (1914)

1950 Ford Anglia saloon, 1,400 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1075)

1939 Ford 8 saloon, black, leather upholstery and trimmings, 5 very good tyres, in excellent condition throughout.
MAKIN & HARRISON (MOTORS), 432-6, High Rd., Chiswick, Chiswick 0550-2619. (19194)

1948 Ford Anglia saloon, 15,000 miles, one owner, light immaculate; £255.—Broadway Motors, 97, High St., Hounslow, Tel. 0175. (1359)

1949 Ford Anglia, black, fitted radio, low mileage; £255.—P. Dove, Ltd., Mid-Sussex Car Centre, Guildford Rd., Woking 1282. (19658)

ARTHUR R. GOULD, Ltd., 290-292, Regent St., W.1. Latham 1594-9.—1949 Ford Anglia saloon, low mileage, all guaranteed; also earlier models. (10578)

26000 miles only since new.—1936 thirty-two Ford 8 saloon, unique specimen, £280.—London Bridge Motors, Ltd., Reading, Reading 61055. (1987)

1949 Ford Anglia, low mileage, unmarked; £375.—exchanges and hire purchase.—B. & H. Motors, 1, 3rd-4th, High Rd., Whitehall, London, E.50. Hillside 6671-2. (19816)

1938 Ford 8 saloon, black with green upholstery, reconditioned engine recently fitted bodywork in excellent condition, 3 months' guarantee; £230.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (1868)

TINKARD & SMITH, Ltd., offer 1949 Ford Anglia saloon, in beige with brown upholstery to match, genuine 7,000 miles only, as new in every respect; £450; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—130, Kings Rd., S.W.3. Tel. FRIAR 4801-3. (19674)

NAYLOR & ROOT, Ltd., 1947 Ford 8 Anglia saloon, black, red upholstery, excellent condition throughout, all trials; £365; 3 months' guarantee; choice of 250 quality cars, demonstrations within 100 miles; terms available.—25, East St., S.W.18. Bart. 5272. (1009)

9-6 each week-day including Saturday.
1949 Ford Anglia, low mileage, unmarked; £375.—exchanges and hire purchase.—B. & H. Motors, 1, 3rd-4th, High Rd., Whitehall, London, E.50. Hillside 6671-2. (19816)

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FORD (10 h.p.)
OVERSEAS CARS, Ltd.
1949 Ford Prefect saloon, green/cloth, 10,600 miles; £775.
1949 Ford Prefect saloon, green/leather, 5,340 miles; £795; for other Overseas Car Bargains see page 59. (19855)

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (19855)

DICKS CAR SALES offer:—
1949 Ford 10 saloon, leather upholstery, 5,000 miles; £775.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (5893)

MONTROE MOTORS offer:—
1939 Ford Prefect, leather; £355.
1939 Ford Prefect 4-door, leather; £365.
1946 Ford 10 4-door, leather; £515.—Montroe Motors (R. H. Beasley), 9-7, Epping New Rd., Burchurst Hill, Essex, Buc. 1171-2. (1510)

H. A. SAUNDERS, Ltd., offer:—
1949 Ford 10 Prefect saloon, green with fawn cloth upholstery, 700 miles; £815.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds. north of Talyl Ho Corner), Hillside 0024. (5986)

WARWICK WRIGHT, Ltd., offer:—
1949 Ford Prefect 10hp saloon, black, fawn cloth, 4,000 miles; £795.
1949 Ford Prefect 10hp saloon, suede green, brown leather, 5,000 miles; £825.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (6596)

CHARLES RICKARDS, Ltd., offer:—
1948 Ford Prefect, black, one owner, genuine 9,000 miles since new; £695.
CHARLES RICKARDS, Ltd., 92-2, Colindale Avenue, Colindale, N.W.9. Tel. Paddington 1830. (19659)

ALAN TAYLOR MOTORS, Ltd., offer:—
CHOICE of three 1949 Ford Prefects at £795.
HIGH ST., Wandsworth, S.W.18. Vandyshe 4433 (15 lines). (1332)

DAGENHAM MOTORS, Ltd., Ford main dealers.
1949 Ford Prefect saloon, black, cloth, 800 miles.
1949 Ford Prefect saloon, green, hide, 2,000 miles.
1949 Ford Prefect saloon, black, hide, 5,000 miles.
1949 Ford Prefect saloon, black, hide, 5,000 miles.
1949 Ford Prefect saloon, green, hide, 9,000 miles.
1948 Ford Prefect saloon, black, 15,000 miles.
1948 Ford Prefect saloon, dark green, hide, 20,000 miles.
(A SELECTION from our comprehensive stock)
56 Park Lane, W.1. Regent 4866. (1508)

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DAGENHAM MOTORS, Ltd., Ford main dealers.
1949 Ford Prefect saloon, black, cloth, 800 miles.
1949 Ford Prefect saloon, green, hide, 2,000 miles.
1949 Ford Prefect saloon, black, hide, 5,000 miles.
1949 Ford Prefect saloon, black, hide, 5,000 miles.
1949 Ford Prefect saloon, green, hide, 9,000 miles.
1948 Ford Prefect saloon, black, 15,000 miles.
1948 Ford Prefect saloon, dark green, hide, 20,000 miles.
(A SELECTION from our comprehensive stock)
56 Park Lane, W.1. Regent 4866. (1508)

ALAN TAYLOR MOTORS, Ltd., offer:—
CHOICE of three 1949 Ford Prefects at £795.
HIGH ST., Wandsworth, S.W.18. Vandyshe 4433 (15 lines). (1332)

FORD (10 h.p.)
ARCHIE SIMONS & Co., Ltd.—Ford Prefect, reg. Feb. 1949, immaculate condition; £650.—34, Glia, Portland Rd., W.1. Len. 1543. (19673)

1949 Ford Prefect, black with brown leather; £635.—K.C. Motors, 31.33, Fortune Green Rd., N.W.6. Hampstead 9968. (12171)

1949 Ford Prefect saloon, leather upholstery, low mileage; £775; also 1948 Ford Prefect saloon, leather upholstery; £650.
1939 Ford Prefect saloon, 4-door, sliding roof, leather upholstery; £425.
NEPHERIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Glia. 2234. (19159)

1949 Ford 10 Prefect saloon, one owner, loose covers, maintained by us from new, faultless condition; guaranteed; £775.
1949 Ford 10 Prefect saloon, one owner, loose covers, maintained by us from new, faultless condition; guaranteed; £775.
G. THAMES, Kin. 2241. (19005)

3255—Ford 10 June 1938, 4-door saloon, black, green leather, very good condition; terms; exchanges.—Rowland Smith, 100-102, Tottenham Rd., N.1. (19673)

5755—Ford Prefect March 1947, 10hp 4-door saloon, black, brown leather, one owner, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead) 6981. (12114)

1949 Ford Prefect, low mileage as new; £675.—
1949 Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mat 1627. (1655)

1947 Ford Prefect saloon, black, splendid condition, one owner; price £550; excellent value.
Apply Hammond, 62, Bille Rd., Walthamstow, E.17.
5600 miles.—1949 (Nov.) Ford Prefect saloon, black, brown leather.—Ernest Sutton, Clieve Hill, 95, Chesham, Bucks. (Trade enquiries only please) N.W.4. Hendon 2144. (1037)

5535—1947 Ford Prefect saloon, black, very good condition, 10

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- FORD (V.8)**
ALAN TAYLOR MOTORS, Ltd. offer:—
1948 (December) Ford Pilot saloon; £1,075.
HIGH ST. Wandsworth, S.W.15, Vandyke 4433 (5 lines).
DAGENHAM MOTORS, Ltd. Ford main dealers.
1949 Ford Pilot saloon, black, radio, 16,000 miles. Park Lane, W.1, Regent 4866.
566 Ford model 91A 4-door saloon, well maintained; £590.
1939 Ford Pilot saloon, radio and heater, 17,000 miles. British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Term. 5568.
1949 Ford V.8 Mercury, registered 1947, £10 tax, excellent condition; £600. John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181 & 182.
1948 (Dec. 25) Ford Pilot, black, brown hide, heater, etc., immaculate condition, 17,000 miles; North-West Essex, £300 or near offer. Box 8206.
1949 (Sept.) Ford Pilot de luxe, finished in black with brown leather upholstery, fitted heater and radio, in immaculate condition; £1,045; terms, ex-change.
MASON BROTHERS (MOTOR SHOWROOMS), 151-153 Fittesville Lane, (off The Moor), Sheffield, Tel. 24607.
£295—Ford V.8 touring saloon, 1937-8, dark blue, privately owned and in genuine clean condition for a new car. New car recently fitted, exceptional opportunity.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds, Tel. 2011 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Mire purchase, part exchange, free delivery.
275 ens.—Ford V.8, 1937 model, 23hp 4-door saloon, 12,000 miles, dark blue, very good condition; terms, exchange; list: open 5-7 weekdays and Saturdays.—Newland Smith, Hampstead (Hampstead Tube), Hampstead 6034.
PERFORMANCE CARS. The Sports Car Specialists, of 21, Daleham Mews, Belzise Lane, N.W.3 (Ham. 1111), offer with 6 months' written guarantee:—1948 (1942) Ford Mercury 35hp super de luxe saloon, second engine, £10 tax, £475; 1937 Ford V.8 30hp drop head tourer, £252; 1939 Ford V.8 26hp saloon, £295; 1936 Ford V.8 30hp roadster de luxe, £185; 1936 Ford V.8 saloon, £175.—See also under "Biley and Sports Cars."
Ford V.8 Cars Wanted
JOHN S. TRUSCOTT, Ltd. urgently require Ford V.8 Pilots.
EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11, Bay, 4274.
SIMPSON'S MOTORS (WEMBLEY), Ltd. urgently require all model Ford V.8s. Wembley 5303, 19678.
ROWLAND SMITH'S the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041 1948
BRITISH & COLONIAL MOTORS, Ltd. require good Ford Pilot cars.—Upper St. Martin's Lane, W.C.2, Term. 5568.
UTILITY—FORD OR OTHER BODIES
DICKS CAR SALES offer:—
1938 Ford V.8 30hp utility, model 91A, very good body; £350.
DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Middlesex, 688-9.
1947 Ford 10 4-seater including luggage space and shooting brake, utility, built of solid ash and oak, 4 doors, in excellent condition throughout, uncrushable, cash, terms, exchange, insurance.—Jack Stone & Son, 221, Upper Richmond Rd., Putney, S.W.15, Tel. day and night, Putney 1054-5 and 2270-7. 13504
995 ens.—Ford V.8, registered 1946, 35hp Canadian 6-water 4-door utility, grained timber body, silver grey bonnet and wings, removable rear seat, drop tail-board, sliding glass windows, steering column rear change, very good condition; terms, exchange; list: open 5-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041, 1215
Ford Utility Cars Wanted
FORD 8, 10 and 10hp utilities wanted from 1936 onwards.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1, Euston 4466. 19040
ROWLAND SMITH'S the Ford utility buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041
FORD MISCELLANEOUS
GODFREY DAVIS, Ltd.
FORD main dealers.
ALWAYS open.
SELECTION from our stock. Write for full list.
GODFREY DAVIS, Ltd., Neasden Lane, N.W.10, Glads. 4400 6074.
TANKARD & SMITH, Ltd. offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198 Kings Rd., S.W.3, Tel. Fax. 4801-3 10378
Ford Miscellaneous Cars Wanted
Rowland Smith's, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. 19038
W Harold Perry, Ltd., main Ford dealers, 11/12, E. Works, 279, Balhams Lane, North Finchley, N.12, Tel. Hilsdale 4444.
FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1, Grl. 2757.
Ford Miscellaneous Cars Wanted
CACH immediately for good Ford.—M. F. Edwards, 25, Upper High St., Epsom 9400. 1246
WANTED immediately, Ford 8 or 10, cash wanted.—135, High St., South. S.4, Cranbrook 2530, 1268
WE wish to purchase small-milage Ford cars and light vans.—Brown & Malaise, Ltd., Blackpool, Tel. 2332.
APROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3, Putney 4801-3. 18051
LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8s and 10hp cars and light vans, particularly for mileage and better specimens.—Dunstable Rd., Luton, Beds. Luton 3713. 10042
Ford Spares and Service
NORMAND, Ltd.
FIRST-CLASS mechanics and highly efficient supervision produce the best results.
NORMAND, Ltd., 405-9, King St., W.6, Riv. 5665.
F. H. PEACOCK, Ltd.
COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 12 and 30hp, always available from stock.
219 1941, Balham High Rd., S.W.17, Tel. Balham 4401. Also at
FOORD Rd., Folkestone 5122.
ALAN TAYLOR (MOTORS), Ltd.
HIGH ST. Wandsworth, S.W.15.
MAIN Ford dealers.
LARGE stocks of genuine Ford parts.
VANDYKE 4433 (5 lines).
FRANK G. GATES, Ltd. High Rd., Woodford Green, Tel. Wanted 2233, Main Ford dealers; service and oil spares.
DIARDY MOTORS, Ltd. 48-45, Acie Lane, London, S.W.2 (Brixton 6451), main Ford dealers; service and oil spares.
FOR Ford mudguards, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton 2147.
FOR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Granbury Garage, Ltd., 1281, Upper Parade, Croydon, N.W.2, Croydon 0570. 10210
Frazer Nash Cars Wanted
ROWLAND SMITH'S the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.
WANTED, Frazer Nash 4-seater, preferably vintage, condition of body and interior unimportant, must be Meadows-engined, good mechanically, open to R.A.C. inspection, and have weather equipment; up to £220.—Murray, 3, Burleigh Rd., Loughborough, Leics. 1903
FRAZER NASH-B.M.W.
925 ens.—Frazer Nash-B.M.W. November, 1937, 2-seater, 1948 Type 45 saloon, maroon leather; terms, exchange.—Rowland Smith, below.
395 ens.—Frazer Nash-B.M.W. 1936 2-litre Type 55 super sports 2-seater, black and silver, tuned engine, Marlet pistons and valves, specially fitted, vertical Bosch injection, André coach, 1000 lbs. weight, tyre, excellent condition; terms, exchange.—Rowland Smith, below.
350 ens.—Frazer Nash-B.M.W. 1937 2-litre Type 45 4-seater drop head coupe, light tan, red list; open 5-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.
Frazer Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.
CHAIN-DRIVE Nash wanted, any condition or type. Tel. 5001.
HEALEY
GUY SALMON AUTOMOBILES, Ltd. offer:—
1949 Healey Duncan drop head four-seater coupe, genuine 13,000 miles, £1,525.—Forthmouth Rd., Thames Ditton, Esherbrook 5551-2-5. 15605
CHIPPENDALE MOTORS, Ltd.—See our advertisement under Sports Cars.
1950 Healey Silverstone, 5,000 miles, perfect, Surrey, Tel. 2252-3.
WORKSHOPS for individuality; Healey distributors supply latest models; catalogues and details on request.
1950 Healey Silverstone sports 2-seater, red, beige leather, speedometer reading 5,000 miles, 12,000 miles, £1,650.—Jack Olding, North Audley St., W.1, May 5262.
HALEY 1947 4-seater tourer, metallic grey, red leather upholstery, in first-class order; latest modifications at works at cost of £120 just completed; price £605; terms, exchange.
ROCKFORD MOTORS, Ltd., Regent Street, Hinkley, Tel. Hinkley 553.
Healey Cars Wanted
21 Healey Standard saloon '48 or '49 wanted, for own use.—Box 6128.
J. H. BARTLETT—Healey saloon, tourer or Silverstone models wanted.—27a, Pembroke Villas W.11, Bayswater 0531.
HILLMAN 10
W HARGOLD PERRY, Ltd., Invicta Works, 279, Balhams Lane, North Finchley, N.12, Tel. Hilsdale 4444.
1948 Hillman Minx Phase II, mileage 15,000, colour black, leather and cloth upholstery, taxed for year, £760.
W HARGOLD PERRY, Ltd., Invicta Works, 279, Balhams Lane, North Finchley, N.12, Tel. Hilsdale 4444.
CAR MART, Ltd.
1949 50 Hillman Minx Phase IV saloon, 7,000 miles, £575.
1949 Hillman Minx Phase III saloon, 8,000 miles, £520.
1949 Car Mart, Ltd., 520, Euston Rd., N.W.1 Euston 1212.
BROWN'S for Hillmans
1942 Hillman 10hp saloon de luxe, excellent condition; £465.—Brown's Garage, Loughborough, 4119 (Tubes). 14743
ELITE MOTORS offer:—
1946 Hillman Minx four-seater drop head coupe, blue with purple to match, just fitted with new hood, excellent chassis, nominal mileage; £595.
1947 Hillman Minx 4-door de luxe saloon, speedometer reading 19,000, grey with blue interior, in immaculate condition throughout; £630.
ELITE MOTORS, 261-263, North Lane, Tooting E Broadway, Tel. Balham 2474, four lines. 13331
DICKS CAR SALES offer:—
1947 Hillman Minx saloon, one owner, low mileage; £450.
DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Middlesex, 688-9.
H. A. SAUNDERS, Ltd. offer:—
1949 Hillman Minx Phase III saloon, black with brown leather upholstery, 5,000 miles; £590.
1949 Hillman Minx Phase IV saloon, green with brown leather upholstery, 5,000 miles; £595.
H. A. SAUNDERS, Ltd. Auden House, 10, North Finchley, (100 yds. north of Tolly Ho! Corner) Hilsdale 0054. 19562
C. CHARLES FOLLETT, Ltd. offer:—
1949 Hillman Phase IV saloon, beige red leather, one owner, radio, heater, 15,000 miles, 18, Berkeley St., W.1, May 6266.
S. SERVICE, Works and Stores, 12, Wellesley Ave., W.8, Riv. 3413.
WARWICK WRIGHT, Ltd. offer:—
1949 Hillman Minx, latest model saloon, black, brown leather, 5,000 miles; £575.
1949 Hillman Minx, latest model saloon, pastel green, brown leather, 5,000 miles; £575.
WARWICK WRIGHT, Ltd. 150, New Bond St., W.1, Mayfair 2761. 13501
S. G. SMITH (MOTORS), Ltd. offer:—
1948 Hillman Minx Phase II saloon, 21,000 miles, exceptional condition; £765; 50 other guaranteed used cars.
S. G. SMITH (MOTORS), Ltd. 235-237, Rye Lane, S. Peckham, S.E.15, New Cross 0460. 11284
WADDINGTON MOTORS, Ltd. offer:—
1949 (New) Mark IV Minx, pastel green, brown upholstery, many extras, 19,000 miles, £675.
1948—Fortune Green Rd. N.W.6, Ham 2211.
1949 Hillman Minx saloon, privately owned, excellent condition throughout; £415.
1939 Hillman Minx saloon, sliding roof, now being overhauled and repainted.
1935 (Old) Hillman Minx sports tourer, one owner since new, now undergoing renovation of bodywork; 6175.—Garage Service Co., Hop Lane, Golders Green, N.W.11, Speedwell 3408. 11593
CYRIL SHEPPARD offer:— 1948 Hillman Minx Phase IV, £275.—102 Kings Rd., Reading 3712. 1414
265 ens.—Hillman 10 saloon, 1937, but 1940 condition.—Autonips, 5, Balham High Rd., Balham 2609.
GORDON CARS (LONDON), Ltd. 1949 Hillman Phase IV saloon, black red leather, 8,000 miles, below.
GORDON CARS (LONDON), Ltd. 1948 Hillman Phase II drop head coupe, black, 15,000 miles, below.
GORDON CARS (LONDON), Ltd. 1948 Hillman Phase II saloon, green, 9,000 miles, below.
Way, 373, Euston Rd., N.W.1, Euston 6011. 11151
1947 Hillman Minx 4, coupe, blue; £650.—Blue Star Garages, 617, Finchley Rd., N.W.3, Ham 2255.
GOLDERS GREEN—H. A. SAUNDERS, Ltd. Golders Green—1948 Hillman Minx Phase II saloon, 15,000 miles, one owner, below.
H. A. SAUNDERS, Ltd. Golders Green—1948 Hillman Minx Phase II saloon, one owner; £750 below.
H. A. SAUNDERS, Ltd. Golders Green—1948 Hillman Minx saloon, Speedwell 0011. 11161
1949 saloon, black, Hillman, perfect condition, one owner, original; £525.—A. Preston Rd., Croydon, Wimbledon 7947.
£345—Hillman 10 1939 4-door saloon, sliding roof and leather interior, in excellent condition; choice 2, many others.
ROCKFORD MOTORS, Ltd. Clarendon Rd., Holland Park, London, W.11, Park 5096-7. Open Mon. to Sat. (50 yds. Holland Park Tube). 14611
1948 Hillman Phase II drop head coupe, one owner, 17,000, without bonnet, £775.—Claydon, Simpson, 73-79, Cadogan Lane, S.W.1, Sloane 4777.
1949 Hillman Minx Phase III, 8,000 miles only, £595.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4, Tel. Hendon 1423-4.
1948 Hillman Ph. II saloon, beige, one owner, small mileage, green, £575.—Claydon, Croydon, 73-79, Cadogan Lane, S.W.1, Sloane 4777.
—C. A. Peto, Ltd., 42, North Audley St., W.1, Mayfair 3021. 15742

949 Humber Hawk radio, heater, 8,000 miles; £1425.
MOOMBS & SONS (GUILDFORD), Ltd., Portsmouth

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

WARWICK WRIGHT, Ltd. offer—

1949 Number Super Snipe, almond green, beige leather, heater, 6,000 miles; £1,525.
1949 Number Super Snipe 27hp saloon, steel grey leather, radio and heater, 12,000 miles; £1,625.

1949 Number Hawk 14hp saloon, black, brown leather, 9,000 miles; £1,430.
1949 Number Hawk 14hp saloon, pastel green, brown leather, radio and heater, 8,000 miles; £1,425.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1302)

GUY SALMON AUTOMOBILES, Ltd., offer—

1950 Number Hawk saloon, R.M.V. radio and heater, 7,000 miles, immaculate; £1,450; choice of 1946 Number Hawk and 1946 Number Super, Portsmouth Rd., Thames Ditton. Embrook 553-5-5. (1408)

MEBES & MEBES, Ltd. (Est. 1883), offer—

1936 Number 12hp Vogue saloon, finished in ivory and black with maroon hide upholstery, this car is original in every respect and has done a small mileage since new and is far above average for year; 4465.—The Broadway, Mill Hill, N.W.7. Tel. MU. 2040. (1197)

GORDON CARS (LONDON), Ltd.—1949 Number Super

Snipe, grey, 17,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Number Super

Snipe saloon, black, excellent condition.—Below.

GORDON CARS (LONDON), Ltd.—1948 Number 18hp

Snipe saloon, 11.5, perfect order.—Below.

GORDON CARS (LONDON), Ltd.—1947 Number Hawk

saloon, black, excellent condition.—Gordon House, 72

Euston Rd., N.W.1. Euston 6611. (1153)

1937 Number Pullman 7-seater limousine, leather,

heated, A.A.A. and A.C. 1937, 6,500 miles, immaculate.

SILVER 31, Belmont Court, Finchley Rd., N.W.11. Tel. Spedwell 5374. (1297)

1949 (August) Number Hawk bronze with red

leather.—Dobson, Ltd., Staines, Middlesex. (1637)

1948 Number Super Snipe, black, loose cover,

radio and heater, perfect condition; £1,100; 3 months guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.15. Lee Green 8535. (19175)

1948 Number Hawk saloon, one owner, fitted

heated, Autowork (Winchester), Ltd. Tel. 7927. Winchester 3634-3406. (19277)

COLDERS Green—H. A. Saunders, Ltd. Colders

Green—1948 Number Snipe & R saloon, black, iron, one owner.—Below.

H. A. SAUNDERS, Ltd. Colders Green—1937 Hum-

ber 21 saloon.—Spedwell 6011. (1197)

1937 Number 27 sports saloon; £245.—Crown

Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. (1197)

1949 Number Hawk saloon, 5,000 miles.—British

& Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3598. (1090)

1948 Number Hawk saloon, 12,000 miles, 12.000

owner, £1,075.—Tel. Camberley 34, Herman & Son, Camberley. (19605)

1948 (August) Number Hawk, green, 12,000 miles,

one owner, excellent condition; £1,000.—Oxoid, Oxoid College, Camberley 1145. (19609)

1949 Number Hawk saloon, ivory and red leather,

new, 8,000 miles; £1,525.—John Gray, 20, Hermitage Lane, N.W.2. Spedwell 1242. (17720)

1949 Number Hawk saloon, ivory and red leather,

new, 8,000 miles; £1,525.—Davy Western 6493. (19735)

1949 Number Super Snipe, metallic grey, grey

leather, R.M.V. radio, heater, low mileage, one owner; £1,525.—Odon Motors, Ltd., Barnet 4160. (1616)

1947 (Nov.) Number Super Snipe saloon, steel

grey, heater, radio, loose cover, excellent condition, one owner.—Bechmans Garage, Euston 297. (19778)

1950 model Number Super Snipe fourseater coupe

by Tickford, metallic grey; £1,995; 4,000 miles.—Jack Oding, North Audley St., W.1. May 5242. (1357)

1949 Number limousine, 17,000 miles, immaculate

£1,650.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5229 (3 lines). (19236)

1950 Number Super Snipe drop head coupe by

Tickford, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3533. (1054)

1949 50 Type Number Hawk, 3,000 miles, ivory

leather, part exchange, deferred terms. Chain Garages, Hanger Lane, Western Ave., Raining, W.5. Per. 4263 S. (1273)

1934 Number Pullman limousine, upholstery cloth

at rear, leather in front, face-forward occasional seats, good condition throughout; 4,425.—Oxoid Western 5315. (19534)

1948 Number Hawk saloon, black, fawn upholstery, loose covers, 13,000 miles, one owner.

Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. (1991)

£1,595 Number Pullman 27hp enclosed limousine

since July 1948, a post-war Pullman which has been maintained and equipped utterly regardless of expense by its private owner right from new, miles immeasurably less than similar models used for hackney or similar purposes, first-class standard to be practically unused, fitted latest type radios, heater and every luxury, opportunity to obtain low mileage post-war limousine in superb condition.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041. Number Nearly 400 cars ready for inspection and immediate purchase, write for 2nd-hand catalogue, hire purchase, part-exchanges, free delivery. (1095)

1949 (August) Number Super Snipe, Tickford d.h.

coupe, black with brown leather, outstanding 14, London Rd., Kingston-on-Thames, Kingston 1165. (1961)

495 ens.—Number Super Snipe 1949 (reg. Feb. 1949) 27hp de luxe 4-door saloon, dark blue, sliding head rest, power windows, heater, good tyres, carefully used, excellent condition; terms, exchange, first open 9-5 seven-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041, 1213.

A & S Display exceptional range modern Numbers, LIMOUSINES 1946-47-1948, partition, widest occasion, certified mechanically, reasonable cost.

1949 LIMOUSINE (Phase-II), partition, widest occasion, black, exceptional carriage, carefully maintained, certified mechanically, reasonable cost.

1949 LIMOUSINE (Phase-II), partition, widest occasion, black, exceptional carriage, carefully maintained, certified mechanically, reasonable cost.

6500 miles (Phase-II) September, 1949 LIMOUSINE (black, showroom condition). See—

A LPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair 2941. (1978)

Number Cars Wanted

R ROOTES, Ltd.,

D DISTRIBUTORS,

R REQUIRE modern low-mileage Number cars.

B IRMINGHAM—Lower Temple St. (Central 6411).

M ANCHESTER—129, Deansgate. (Blackfriars 6677).

M AIDSTONE—(Maidstone 3333).

C ANTERBURY—(Canterbury 5332).

R OCHESTER—(Chatham 2231).

W ROTHAM Heath.—(Dorset Green 4).

R ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (1016)

R ROWLAND SMITH'S, the Number buyers—Hamp-

stead High St. (Hampstead Tube), Ham. 6031.

C 25, Upper High St., Epsom 3400.

I NEED post-war Number immediately.—Fortune, 17

Wanted, Mrs. S. W. T. Tuse Hill 1948 (day) 10750

Grove, Virginia Water, Surrey. Wentworth 5357.

C ASH buyers of low mileage Number Hawks: dis-

countance no object.—Huttons, Lord St., Southampton.

B RITISH & COLONIAL MOTORS, Ltd., require good

Number cars.—Upper St. Martin's Lane, W.C.2. Tem. 3598.

B IRMINGHAM and Midlands—Low mileage Number

cars required by George Heath, Ltd., 180-

Birmingham 2. (1006)

C Number cars, recent models, send full particulars.

R Cripps & Co., Ltd., The Number Distributors, Parliam-

ent St., Nottingham. Tel. 6681. (1053)

Number Spares and Service

N ORTH and Central London.

C ATTERMOLES (GARAGES), Ltd., for Number

spares, sales and service.—78-79, Pentonville Rd., N.1. (1961)

C EAK boxes—H. & A. Engineering, 35, Grant St.,

Adelaide, Tel. 2981. (1070)

T HE Number Specialists for all spares.—King Updons

5637. See advert under 'Parts & Accessories'. (1059)

INVICTA

A F.N., Ltd., offer a number of new Black Prince

Invicta chassis, some complete less engine and trans-

mission, attractive proposition for enthusiast who can fit his own engine, no purchase tax chargeable on incomplete chassis.

F ALCON Wicks, London Rd., Isleworth. Tel. 5926. (1961)

A FIRST-CLASS example of the 100mph low chassis

open 4-seater Invicta, unused since complete re-

cellulose, Bugatti blue with silver wheels, all rechromed, new hood, tonneau cover, hood bag, etc.—25, gallon rear

tank with stoneguard, 14in head lamps, outside exhaust, most startling acceleration with rock steady cornering,

first registered 1935; 2,650—13a, Adam & Eve Motors, Kensington High St., W.8. Western 4765. (1917)

JAGUAR

B ROWN'S for Jaguars.

1940 model Jaguar 14-litre saloon de luxe, disc

leather, immaculate condition, 2,995.

1939 Jaguar 14-litre saloon de luxe, immaculate

condition, 4,575.

1939 Jaguar 14-litre drophead fourseater coupe—

excellent condition; 2,495.—Brown's Garage, London 4119 (T). (18137)

WIMBUSH for Jaguars.

1949 Jaguar Mark V saloon, 34-litre, sunmetal

with blue leather upholstery, 7,000 miles.

1949 Jaguar Mark V saloon, 34-litre, grey, with

blue upholstery, 12,000 miles; £1,795.

R C W & S—Wentworth 4401. (1961)

T OM GARNER, Ltd., offer—

1949 Jaguar 14-litre special equipment saloon,

sunmetal green with green leather, radio, disc, etc., 4,000 miles.

T OM GARNER, Ltd., 10-12, Peter St., Manchester 2.

C HARLES POLLETT, Ltd., offer—

1948 Jaguar 14-litre saloon, black, brown leather,

11,000 miles only in exceptional condition throughout, sunmetal, £1,350.

18 Berkeley St., W.1. Mat. 6206.

S ERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1415. (1911)

JAGUAR

H ENLYS, Ltd.

E NGLAND'S Largest Jaguar Distributors.

S ELECTION of all models at attractive prices.

D EVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

E NLYS House, 585, Euston Rd., N.W.1. (Euston 4444).

D EPOTS at—

M ANCHESTER (Blackfriars 7843).

B RISTOL (Bristol 21326).

B OURNEMOUTH (Bournemouth 6314).

N ORTHAMPTON (Northampton 907).

C AMBERLEY (Camberley 77).

S TREATHAM (Streatham 7751).

H OUNLOW (Hounslow 3454).

F INCHLEY (Finchley 0081).

G RAY WEST Rd. (Ealing 9477). Official Jaguar

Service Station.

C AMDEN TOWN SERVICE STATION (Quilliver 4141).

H ENLYS, Ltd., England's Leading Motor Agents.

WARWICK WRIGHT, Ltd. offer—

1948 Jaguar 34-litre saloon, sunmetal, grey, grey

leather, 15,000 miles; £1,795.

1949 Jaguar 34-litre Mark V saloon, black, brown

leather, 9,000 miles; £1,895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1908)

M ANN ROBERTSON & Co., Ltd., offer—

1949 Jaguar Mk. V saloon, metallic silver, 8,000

miles.

14 Berkeley St., London, W.1. Regent 2075. (1961)

J OE THOMPSON (MOTORS), Ltd., offer—

1948 (September) Jaguar 24-litre saloon, colour

black, fitted radio, heater and disc, 17,000

miles, new tyres, £1,195.

J OE THOMPSON (MOTORS), Ltd., 97, Fyham Rd.,

South Kensington (next to Michell's), Ken 4933. (1634)

G UY SALMON AUTOMOBILES, Ltd., offer—

1946 (Oct.) Jaguar 34 saloon, fitted Ace disc and

radio; £925.

1949 (November) Jaguar Mark V 24-litre, black

with beige leather, 7,000 miles as new; £1,625.—Portsmouth Rd., Thames Ditton. Embrook 5551-5-5. (1656)

C OOMBS & BONS (GUILDFORD), Ltd., offer—

1948 Jaguar 14-litre, radio, disc, heater, etc.,

12,000 miles; £1,175.

1946 Jaguar 34-litre saloon, disc, radio, 22,000

miles, condition as new; £995.

1937 Jaguar 24-litre saloon, in excellent condition

£975.—Coombs & Bons, Guildford.

C OOMBS & BONS (GUILDFORD), Ltd., Portsmouth Rd.,

Guildford, Guildford 6297-8-9. (1344)

B RAKTS of Kingston, Jaguar specialists, sales, spares,

repairs.—152, London Rd., Kingston, Tel. Kin 3543.

G ORDON CARS (LONDON), Ltd.—1949 Jaguar 34-

litre Mark V saloon, grey, red leather, 6,000 miles.

G ORDON CARS (LONDON), Ltd.—1947 Jaguar 14-litre,

A.E. saloon, black, brown leather, particularly attractive.—Gordon House, 72, Euston Rd., N.W.1. Euston 6611. (1112)

1946 Jaguar 14-litre special equipment saloon,

black, condition as new throughout; choice of 2 from £950.

1946 Jaguar 14-litre saloon, black, red upholstery

in exceptional condition throughout, any trial, 200, Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (17756)

1948 14-litre S.E. saloon, 8,000 miles.—British &

Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3533. (1090)

R. P. POWELL MOTORS, Ltd., for Jaguar cars—

R. East London main agents, 321, Romford Rd

73 London Rd, Staines. Tel. 3457-8 or (private)
Walton 1562 We are open on Saturday mornings
10217

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M. G. Cars Wanted

C THE CAR MART, Ltd. wish to purchase M.G. cars—
520, Euston Rd., N.W.1. Euston 1212 (1066)

S LUCOMBER'S—Good clean M.G.s wanted, must be perfect condition—285, Neasden Lane, N.W.10. Gladstone 2098.

CASH immediately for good M.G.—H. F. Edwards, 20, Upper High St., Epsom 9400. (1240)

J DGETT, preferably P-type—Scott, 55, Clare Court, Jude St., W.C.1. Tel. Terminus 2541 week-ends. (939)

ROSE & YOUNG, Ltd., will purchase for cash all types of M.G.—65-69, Starnhall Ave. S.W.2. Tube Hill 6464. (1255)

MO 2-seater wanted, T.A. to T.D., must be immaculate; private; Tel. 3180—C. B. Grant, 75, Dunham Rd., N.17. (1455)

TO model required by private buyer; good mechanical condition essential—Tel. evenings Streatham 5060, or write, Box 9215. (1481)

PREFERABLY from private owner, 1937-50, exceptional condition only—Wine Angler, 24, Lymington Rd., London, N.W.3. (1481)

APROACH us first before disposing of your M.G. car—Tankard & Smith, Ltd., 220-222, High Rd., N.15. Stamford Hill 3292-3. (863)

URENTLY required, one M.G. 1949 or M.G. 14 saloon—Gordon Sports Cars (Christchurch), Ltd., Lymington Rd., Christchurch, Hants. Tel. 1681. (6398)

MAYFAIR GARAGES, Ltd.—Baldwin St., opposite M. selfridges, W.1. Mayfair 3104. Particularly want J.s. Pa and T.s for cash. Tel. or write for buyer to call. (1066)

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s, and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 times). (1065)

M.G. Spares and Service

THE sole London distributor for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Bedford St., London, W.1. Tel. Grove 4141. (10505)

G spares—Vertical drives, rockers, valves, rod springs, front & rear, etc. J. A. Williams, Queens Garage, prompt and courteous service; see P. & A. Coleman, DERRINGTON, 159, London Rd., Kingston 521-2. (5029)

M G. engine, axle, axle box, reconditioning, recon. exchange blocks & valves, drive shafts, gears, new rockers shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, rod springs, new and reconditioned, etc. A. E. Williams, Queens Garage, 159, London Rd., W.1. Liberty 8983.

TOLUIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Mainette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. axles, rockers, rocker bushes, rocker shafts, valves, guides, springs and gaskets set with full range of M.G. spares always available; we specialize in racing spares.

WRITE or phone Toulmin Motors, The Roundabout, Haverhill, Middlesex. Tel. Motley 4401. (10549)

MORGAN

CAR MART, Ltd.

1948 Morgan 2-seater, 6,000 miles, £550. Car Mart, Ltd., 150, Park Lane, W.1. Grove 5484. (1122)

ELITE MOTORS offer—

1938 Morgan 4/4 2-seater, cellulized in blue, excellent mechanical condition, very attractive appearance, twin spares, good hood, side screens and tyres. £250. (1252)

ELITE MOTORS, 951-601, Gerrard Lane, Tooting Bec, Surrey. Tel. 4141. (1350)

425 c.c.—Morgan 4/4, August, 1939, 10hp drophead two coupe, black leather upholstery, good tyres, two spare wheels, carefully used, excellent condition, terms, exchanges, list, open 9 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1216)

Morgan Cars Wanted

ROWLAND SMITH & Co. the Morgan buyers—Hampstead High St. (Hampstead Tube), Herts. only. (9949)

CASH immediately for good Morgan—H. F. Edwards, 20, Upper High St., Epsom 9400. (1240)

RAYMOND WAY, the hire-purchase specialists, are still buying Morgan, and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 times). (1066)

Morgan Spares and Service

MORGAN 4/4 special spares stockist, service and repairs—Basil Roy, Ltd., 161, St. Portland St., W.1. Latham 7753. (10514)

MORGANS, All available spares in stock—F. H. Devereux, Morgan Specialist, 14, South Ealing Way, Ealing, W.5. Eal. 0570. (9728)

MORRIS MINOR

1949 Morris Minor tourer, 5,000 miles, £745. Car Mart, Ltd., 150, Park Lane, W.1. Grove 5484. (11114)

ACTIONS OF OXFORD offer—

£765—1950 Morris Minor 4-seater tourer, finished in grey with grey leather, fitted metal and extra, one owner since new, only done 5,000 miles; terms open 34 months, cash or cheque. (1066)

ACTIONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. (9631)

1949 Morris Minor tourer, grey with beige upholstery, 5,000 miles, £750. (1240)

1949 Morris Minor saloon, maroon with beige upholstery, 5,000 miles, £750. (1240)

H A. SANDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho) Garage, 100, North Finchley Rd., N.10. (9609)

1949 Morris Minor saloon, green, low mileage, recommended, £775. (1066)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (9556)

MORRIS MINOR

1949 Morris Minor, green, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grove 5484. (1108)

1949 Morris Minor, grey, 9,000 miles.—4, Brick St., Park Lane, London, W.1. Grove 5484. (1108)

1949 Morris Minor 2-door sun saloon, green and beige, 5,000 miles, £750. (1240)

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MORRIS EIGHT

1939 Morris 8 de luxe saloon, black/brown leather, immediate condition throughout, spare wheel, 1500 miles, £1,200. (1066)

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1939 Morris 8 de luxe saloon, black/brown leather, immediate condition throughout, spare wheel, 1500 miles, £1,200. (1066)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RAILTON

A CLAND & TABOR, Ltd., offer:—
1938 Railton 4-dr. saloon, black, blue leather, very smart and fast, £475.
A PPLY Weylyn 401.

1936 Railton 28hp saloon, very good order, fitted radio, Autocor (Winchester). Lda. Tel. Winchester 4834/5406. (1972)

M ALOR J. P. S. BARBER 65, Linden Gardens, W.2. Baywater 6755. All models up to 1947, 17hp, 21hp, 23hp coupe, saloons, tourers. (1946)

1937 Railton saloon 28hp, reconditioned throughout, priced as new, most attractive. only £495.—Claude Burgoine & Co. St. Peter's Garage, St. Peter's Rd., W.6, Riverside 1644. (1132)

A ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd. S.W.1, always buyers of good Rationals. (0276)

C ASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 0212. (1233)

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 6055. (10421)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Elbridge 1973), purchase all small selection. (0126)

£285 buys a very attractive 17hp roadster coupe.—Renault, same, etc., any test welcome.—"Crestone", Eastern Rd., Rayleigh. (3694)

£225—1937 Renault 17.9 drop head, 1,000 miles, since 1935 exchanges, bilis, "Autocar" road test, available for inspection.—Bates, General Hospital, Northampton. (1990)

£250—1937 Renault 18.4 de luxe saloon, maroon, hide interior, exceptionally roomy body, economical.—Bray Motors 180-184, West End Lane, N.W.6, Hampstead 4640. (8115)

265 cms.—Renault 12, November, 1939, drop head coupe, maroon, fawn leather, good tyres, very good condition, 1935 exchanges, bilis, 5-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1204)

£265—coupe 1937; the model renowned for its car performance, coupled with exceptional economy, recent extensive mechanical overhaul including back axle and gear box, all new parts, ex-makers; fitted extra, spot lamp, one screen heater, etc., outstanding value for money. (1990)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041. Always buyers of good cars ready for inspection and immediate purchase; write for free catalogue; hire purchase, part exchanges; free delivery. (1181)

Renault Cars Wanted

ROWLAND SMITH & Co. the Renault buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (10127)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elbridge 1973, purchase all models. (0127)

RILEY

CAR MART, Ltd.
1949 Riley 2½-litre roadster, radio, 13,000 miles, W.1 Grosvenor 5434. (11109)

12000 mile offer!
1948 Riley 1½-litre drop head fourseater, cream and brown, fitted with radio, a really lovely car. (11391)

FRITCHETT'S SERVICE GARAGE, Merton Rd., Wimbledon, S.W.19, Tel. Liberty 4676. (11391)

DICKS CAR SALES offer:—
1938 Riley 12 Keestrail saloon, very fast, £495.—Beau. (1990)

1936 Riley 12 Keestrail saloon, special series engine; £425.—Beau. (1990)

DICKS CAR SALES, Ltd., 305-401, High Rd., Kilburn, Maida Vale 6889-9. (19321)

TOM GARNER, Ltd., offer:—
1949 Riley 1½-litre saloon, green with green leather, radio, heater, etc., 10,000 miles. (19605)

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. (19605)

BROOKLANDS for individuality.
1949 Riley 1½-litre saloon, black, brown leather, fitted radio, speedometer reading 10,000 miles. (19477)

103, New Bond St., London, W.1. Mayfair 6351-6. (19477)

GUY SALMON AUTOMOBILES, Ltd., offer:—
MONACO 9, special series, 1954 Riley, immaculate and mechanically faultless, enthusiast owned and maintained. Full details.—Portsmouth Rd., Thames Ditton, Esherbrook 5631-3. (19483)

4000 miles; a 1949 Riley 2½-litre 3-str. roadster, red with beige upholstery. (19483)

R. F. FOGLE, Ltd., Busby Heath, Herts. Tel. 1885. (19740)

SUSSEX specialists for reconditioned Riley cars, repairs, spare parts, etc.—Leves. (19740)

BEARDS, of Kingston, Riley specialists, sales, repairs.—102 London Rd., Kingston, Kingston 3545. (19740)

1949 Riley 2½-litre roadster, black, many extras including radio, 25,000 miles; £1,400.—Beu. 6203. (19740)

CIVILL SHEPPARD offers 1950 2½-litre Riley, 11,000 miles, absolutely as new; £1,650.—102, Kines Rd., Reading 2712. (19740)

GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green, 1949 Riley 2½-litre 3-str. open, 11,000 miles. (11163)

GORDON CARS (LONDON), Ltd.—1950 type, Riley 2½-litre 3-str. open, green, brown leather, radio, heater, 12,000 miles.—Below. (11163)

GORDON CARS (LONDON), Ltd.—1949 Riley 2½-litre 3-str. roadster, green, 7,000 miles.—Below. (11163)

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, a well equipped car, 10,000 miles.—Below. (11163)

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre utility saloon, black, one owner only.—Gordon House, 373, Euston Rd., N.W.1, Euston 6811. (11147)

CATEHOUSE offer 1950 model Riley 12hp Merlin; £1,450.—Galehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. (19600)

1948 Riley 1½ saloon, green/black, 1,500 miles, radio, oil, owner, £1,035.—London House Motors, Marnham-on-Sa. Tel. 438. (1506)

1946 Riley 1½-litre saloon, black with brown leather, 36,000 miles, £650.—Jack Olding, North Audley St., W.1, May 5242. (1388)

1949 (Oct.) Riley 2½ Roadster, maroon, wireless, etc., 9,000 miles, excellent condition; £1,475.—Cranmore, Tel. 2040 Putney Bar. (19278)

£575 Riley 1½-litre 1940 4-door sports saloon, excellent interior, exceptionally good performance, radio fitted, many others. (19278)

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5067-7, Open Mon. to Sat. 9-6, 150 yds. Dollis Hill Park Tube. (19612)

1949 Riley 2½-litre 2-seater, mileage 7,000, black, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Brunel Place, W.2, May 5242. (4509)

1949 (April) Riley 2½-litre saloon, cream, black/red leather, radio.—Ernest Sutton, Cleve Hill 56 (Cheshamham). (Trade enquiries only please.) (1039)

1947 Riley 1½-litre saloon, nominal mileage, very clean inside and out, £660.—Jack Olding, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (1676)

£1125—Riley 2½-litre saloon, March, 1937, black, green leather, outstanding example of this much sought after model, fitted radio, etc., small miles. (19612)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041. Always buyers of good cars ready for inspection and immediate purchase; write for free catalogue; hire purchase, part exchanges; free delivery. (1181)

1948 Riley 1½-litre saloon, black, fawn upholstery, radio, 12,000 miles, very good condition, 1935 exchanges, bilis, 5-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1204)

1948 Seventh Month Riley 12hp Keestrail saloon, 1935 exchanges, condition. £355.—Kineston Garage, Greenhead, Andover, Hants. Tel. 42130. (7214)

1932 3 Riley 9 saloon, sprayed, wired, bored, windows, overhauled steering, 4000 miles, shock absorbers, new springs, new batteries, shock absorbers, 1935 exchanges, condition. £355.—Kineston Garage, Greenhead, Andover, Hants. Tel. 42130. (7214)

1940 Riley 1½-litre d/h. coupe, new hood, reconditioned, exceptional, radio, 19,000 miles, Smith and Hunter, Ltd., 576, Kensington High St., London, W.14, Tel. Western 2112. (1012)

1950 (Jan. 19) Riley 1½-litre saloon, black, brown leather upholstery, 4,000 miles, as new, £1,450.—Gibson Sports Cars (St. Albans), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (8974)

1947 (May) Riley 1½-litre saloon, black, with all-red leather, H.M.V. radio, 19,000 miles, as new, £975.—Gibson Sports Cars (St. Albans), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (8974)

1946 (first registered November) 1½-litre Riley saloon, finished, gunmetal, and red leather upholstery, radio, and loose covers; £895.—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.16, Buckhurst 5766. (19612)

425 cms.—Riley Sprite 1950 1½-litre sports-2 2½-seater, gunmetal, leather upholstery, Scintilla Verano, unmet cover, very good condition, terms, changes, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (1204)

1938 1½-litre Riley, Adelphi, overdrive (Big 4), body repainted, maroon, engine overhauled, brakes re-lined, front axle reconditioned, new head linings, carpets; offers over £450.—South Staffs. Motors, Heath St., Blackheath, Staffs. Tel. Dudley 2638. (1967)

MARCH, 1935, Riley Monaco, approximately 2,000 miles on original engine, steering, clutch and brakes re-lined, dynamo overhauled, new crown wheel and pinion, new roof covering and head lining, new Mooney seat interiors, new tyres, running, brake and dual windscreen wiper, cash price £195.—Reavell's Garage, East Horsley, Surrey. (19946)

PERFORMANCE CARS, the sports car specialists of 21, Dalesham Mews, Beisane Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee, 1937 Riley 15-6 light Adelphi saloon, £550; 1939 Riley 11hp Brooklands Redwing 2-seater, £150; 1931 Riley 9 Utility, £145; 1932 Riley 9 Monaco saloon, body rough, £95. See also under "Ford V.8."—M.C.O. & Sports Cars. (11512)

Riley Cars Wanted

C AR MART, Ltd., wish to purchase Riley cars.—150 Park Lane, W.1, Grosvenor 5434. (1098)

ROWLAND SMITH & Co. the Riley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (10127)

2 Riley saloon wanted for own use.—Box 8127. (19596)

CASH buyers of low-mileage 1½-litre Rileys, distance no object.—Hartons, Lord St., Southport, Tel. 2269. (19596)

C. A. PETO, Ltd., 42, North Audley St., W.1, require low mileage Riley cars. Mayfair 3061. (1946)

BROOKLANDS Riley wanted, any condition.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. (19775)

BRITISH & COLONIAL MOTORS, Ltd., require good 12-49 cars.—Upper St., Martin's Lane, W.2, Tem. 3508. (1107)

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool 1. Tel. 574. (19600)

JACK RUSE, Ltd., require low mileage post-and-pre-war Riley cars.—Stafford Rd. Wallington Surrey. Wallington 6677-8. (19600)

1 or 2½ saloon 1950, preferably, but nominal miles, any car, world suit.—Wright Angier, 24, Lyndhurst Rd., London N.W.5. (8993)

1934/5 5hp Keestrail, preselector, excellent condition, very casual.—38, Trueman Green Ave., Virginia Water, Surrey. (19625)

Riley Cars Wanted

A PPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15, Stamford Hill 3591-2-3. (1968)

PRIVATE buyer requires Riley 9 preselector saloon.—Price and full particulars, White, 18, Lyngwood Ave., Slough, Tel. 4340 after 6 p.m. (1966)

PERFORMANCE CARS, of Dalesham Mews, Beisane Lane, N.W.3 (Ham. 1111).—The Riley specialists, buy Rileys for cash immediately. (19681)

RILEY Keestrail 12, Sprite preferred or Big 4; must be in first-class condition.—Particulars to Metcalfe, 2, Abbott Rd., Armley, Leeds, 12, Yorks. (19681)

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialist, Sharnbush Lane, Hestley, Southampton. Tel. Bolely 132. (1066)

MOTOCARISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2, Tudor 2301-2. (10708)

URGENTLY required, low-mileage 1947-9 Riley 1½- or 2½-litre saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (8379)

Riley Spares and Service

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.7, Kensington 7501. (10339)

BOON & PORTER, Ltd.
RILEY distributors.—Spares and specialised service, R. Casteau, Barnes, S.W.13, Riverside 4444. By Hestley, South Bridge. (1047)

YEAR boxes.—H. & A. Engineering, 35, Grant Rd., G. Addiscombe, Tel. Ady. 2531. (10781)

HARTLEY'S for Riley, spares and service.—105-171, Stanstead Rd., Forest Hill, S.E.23, Forest Hill 2344-5. (10246)

WHEN in the West consult the Riley specialists; comprehensive stock of spares and immediate attention.—Pawson Motors, Ltd., 176, Kelsay Ave., W.7, Tel. 45069. (10254)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Riley, Highgate Rd., London, N.W.5, Gt. 5446. (10092)

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited, send your engines for complete overhaul by specialists.—Moore's Agencies, Ltd., High St., Leamington Spa, Tel. 97. (1238)

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ROLLS-ROYCE specialists 40 years. (19612)

1940 Rolls-Royce Wraith saloon, with division by H. J. Mulliner. (19612)

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1934 25hp sports saloon by Hooper. (19612)

1933 25hp Rolls-Royce saloon, with division, or Park Ward. (19612)

1932 25hp Rolls-Royce sports saloon by Hooper. (19612)

PADDON BROS. Ltd., 60, Cheval Place, South Kensington, London, S.W.7, Ken. 9477-8. (172)

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G REAT Britain's leading specialists in Rolls-Royce and Bentley cars.
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A NATIONAL motoring organisation.
R OLLS-ROYCE Sedanca de Ville by H. J. Mulliner, finished in black. Ref. H. 4429. (19612)

R OLLS-ROYCE Wraith sports saloon by H. J. Mulliner. Ref. H. 5697. (19612)

R OLLS-ROYCE 20-25 saloon by Park Ward. Ref. H. 1274. (19612)

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OFFER the following from their specially selected stock:—
1939 Park Ward 7-seater limousine Rolls-Royce, finished in black, black, cloth interior, electric division, very low mileage. (19612)

R OLLS-ROYCE 20-25 saloon by H. J. Mulliner. Ref. H. 1274. (19612)

R OLLS-ROYCE Phantom II sports saloon by Hooper. Ref. H. 4478. (19612)

1936 25hp Rolls-Royce owner-driver sedan, division one owner since new. Rolls Royce engine small mileage. (19612)

R OLLS-ROYCE 20-25 saloon by H. J. Mulliner. Ref. H. 1274. (19612)

25/30 Rolls-Royce saloon with division by James Young, Rolls history, any trial or examination. (19612)

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CAR MART, Ltd.
1938 Rolls-Royce 7-seater limousine by Thrupp & Mahery, 9,000 miles, £2,500.
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RIPPOON BROS. Ltd.
NORTHERN Rolls-Royce specialists since 1905.
1938 touring saloon, by Rippon, black with air force blue leather upholstery, good condition.
1937 Phantom III seven-seater limousine by Rippon.
1936 (Nov.) 50hp touring limousine by Rippon.
1934 26hp 4-door sports saloon by Hooper.
YOU can buy with confidence from the largest distributors.
RIPPOON BROS. Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sharncliffe.
JACK OLDING, at Mayfair.
OFFICIAL Rolls-Royce and Bentley retailers.
OFFER:—
1947 (Aug.) Silver Wraith Rolls-Royce Hooper touring saloon, black, brown leather, 27,000 miles.
1939 (Aug.) Rolls-Royce Wraith Park Ward saloon with div., grey with red leather.
1936 (Nov.) Phantom III Main Egon over-driver saloon, black, beige leather, 26,000 miles.
DELIVERY of new and used cars quoted on application.
ODLEY House.
NORTH Audley St., W.1. Mayfair 5242.
HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Rolls-Royce cars.
1939 Rolls-Royce Wraith four-light Windsor razor-edge saloon, dappering division, built-out boot, mileage 35,000.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 5642 (5 lines). 14777
CLAND & TABOR, Ltd., offer:—
2000 miles plus complete overhaul by makers, 20/25hp Rolls-Royce saloon by Thrupp & Mahery with Tickford folding head, black brown leather, complete car as in brand new, £1,250.
APPLY Weylyn 461.
MARCOY MOTORS, Ltd., offer the following:—
1936 (Nov.) 50hp Young sports saloon.
1936 (Nov.) 50hp Prestone & Webb sports saloon.
1935 25hp Barker special four-seater coupe.
1935 25hp Arnold sports saloon.
1934 25hp T. & M. owner-driven sedan.
1933 25hp Prestone & Webb four-seater coupe.
1933 40/50 Continental sports saloon.
1930 25hp Carlton 4-light saloon.
WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.
MARCOY MOTORS, Ltd., 257 Kennal Rd., Ladbrooke M. Grove, W.10. Ladbrooke 1251-2.
COOMBS & SONS (GUILDFORD), Ltd., offer:—
1938 Rolls-Royce Phantom III saloon with division by H. J. Mulliner, 61,000 miles, £2,150.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6907-8-9.
ROLLS-ROYCE Phantom II, 1934, excellent condition, 7-seater, face forwards, 25hp Rolls-Royce Phantom I, £100. Riverside 2527.
OWNER-DRIVEN 30hp 1936 Barker Coachwork four door saloon, leather throughout, reasonable mileage, meticulously maintained, £1,350.
OWNER-DRIVEN 1939 Wraith Park Ward 4-door semi-racer edge black saloon, leather throughout, capacious boot, exceptional carriage, reasonable cost, £1,525.—Alec & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.
1936 Rolls-Royce 20/25 2-door sports saloon by Prestone & Webb, very smart car, in excellent condition, 71,000 miles; £1,565.—Below.
1933 Rolls-Royce 20/25 2-door Ward sports saloon, 63,000 miles only, recent complete R.R. overhaul, immaculate condition; £1,285.—Below.
1935 25 1/2 35 Rolls-Royce sports saloon, H. J. Mulliner, 20,500 miles, complete overhaul; 1939—J. F. Crawford, Western 6015.
PHANTOM II Rolls-Royce, unused since 1935, 1935 with new limousine coachwork, sacrifice £395.—Lawton (Kodman) 36 North Audley St. W.1. 12500
TOWARDS & Co. (BURYWOOD), Ltd., Burywood Rd., E. Moulth, Tel. 1292-5, officially appointed Rolls-Royce retailer and repairers, reliable used cars in stock, 14971.
1935 Rolls-Royce 7-passenger limousine, seats facing forward, privately owned, bargain, £260, terms, exchanges.—61, Albert Embankment, S.E.11. Reliance 4016.
1938 Rolls-Royce 25/30 R. J. Mulliner full rear 7-seater saloon, complete overhaul, superb show-room condition, also 1937 Rolls-Royce 25/30 owner driver saloon, magnificent car, exchanges, terms, Swinmore Garage, 1176, Christchurch Rd. Brompton. Tel. South-earse 1022.
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JACK BARCLAY, Ltd.
LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to Mr. J. C. George, 81, Hanover Sq., London, W.1. Tel. Mayfair 7444.
12-13
1934 LIMOUSINES—20/25hp and 25/30hp Hooper limousines, mileages all under 40,000, not ex-hire, from £1,200.—Lawton-Goodman, 56, North Audley St. W.1. Mayfair 3560.
1934 Rolls-Royce Phantom 2, 4-light owner-driver saloon, very smart, ride control.—Claude Burgess & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 1644.
25/30 saloon by Barker, wind-down partition, leather upholstery throughout, first registered 1935, £1,400.—Wards of Putney 72, West Hill, S.W.15. Vandryke 1533.
1938 LIMOUSINES—We have a Phantom II and a 20/25 Rolls-Royce, these are both fitted with 7-seater limousine bodies with face forward occasional seats and are in first class condition throughout.
ARTHUR MULLINER, Ltd., Bridge St., Northampton A. Tel. 907.
1937 Rolls-Royce Phantom III, in yellow and black 7-seater partitioned limousine with face forward seats, excellent condition; £1,500.—Groom's Garage, Town-centre Northampton. 19295
1938 Rolls-Royce 25-30, first registered 13.9.38, with 7-passenger limousine body by Arthur Mulliner, Ltd., guaranteed mileage 47,000, privately owned, superb, by Rolls-Royce Ltd.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. 19294
1939 Rolls-Royce Wraith touring limousine, 7 seats F.P., by Park Ward, mileage 15,000 since new, chassis no. 10000, original owner.
Katili, 124 Clifton, York. Tel. 55250. 18411
1932 Rolls-Royce 25 coupe enclosed 7-passenger, face forward leather throughout, body by Barker, best offer over £350.—Colman's Car Sales, Ltd., 292-308, Lenard Rd., W.9. Tel. Maids Vale 5134, 7035.
1930 Rolls-Royce 20/25 saloon with division, face forward occasional seats, one owner, 59,000 miles silver-plated fittings throughout.—L. F. Don Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066.
ROLLS Phantom II, special continental chassis with cut-out, a very elegant four-seater drop head coupe by Binder of Paris was fitted in 1935 and the car registered 1936, chassis Gribel head lamps, major edred trunk with two spares mounted at rear, a genuine bargain at £325.—13, Adam & Eve Mews, Kensington High St., Western 4795.
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1938 LIMOUSINES 1935 25hp Windsor, swept tail, widest occasional black, immaculate, £1,245.
1938 LIMOUSINES 1936 30hp Rippon, partition, widest occasional, swept tail, widest occasional, £1,245.
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1939 Wraith 30hp Thrupp limousine, partitioned, widest occasional, black, genuine 15,000, immaculate.
ALF & SAUNDERS always purchase Rolls-Royce (100 selected Limousines) direct, Provision Court, Grosvenor Square, Mayfair-2941.
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45 gns. - Sunbeam-Talbot, 1947, 10hp sports 4-seater, silver, grey leather, excellent condition; ms. exchanges; list; open 9-7 week-days and Saturdays. - Rowland Smith, Hampstead (Hampstead Tube).
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JOHN CAMPBELL MOTORS, 415, Holloway Rd., N. 7, North 4441. (1975)

GOLDERS Green—H. A. Saunders, Ltd., Couders Green, 1936 Wolseley 12 saloon, black—Speedwell 001. (1156)

BARTS of Kingston, Wolseley distributors—Spares and repairs.—102 London Rd., Kingston. Tel. 3546. (1093)

WOLSELEY 25 saloon, genuine 14,000 m., 1936, unused since 1938, beautiful car. \$525.—Tunbridge Wells 21205. (11430)

1948 WOLSELEY 12 saloon, 19,000 miles, black, one owner, \$150.—London House Motors, Burnham-on-Sea. Tel. 438. (1097)

£750—1946 10hp Wolseley saloon, black with brown leather.—Working Motors (Maybury Hill), Ltd. Woking 1928. (17325)

1939 WOLSELEY 18 saloon, moderate mileage, one owner, fitted with radio, in excellent order throughout, new tyres. \$575. (1975)

L YNE FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 441. (1950)

1938 WOLSELEY 18 saloon, immaculate, original condition, £495.—Lynch Garage (opposite G.P.O.), Whitebridge, Middlesex, Tel. 123. (1983)

1936 WOLSELEY 12hp 6-cyl saloon, in good condition, fitted with 4 new tyres, £250.—H. Compton, Queens Head Garage, Woking 1928. (1983)

1947 WOLSELEY 18 saloon de luxe, black, 22,000 miles, one owner, £350.—L. P. Dove, Ltd. 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. (1983)

WOLSELEY 1938 6/60 saloon de Ville, excellent condition, radio, 2 owners, serviced Wolseley distributor since last registration, £425.—Box 8185. (1997)

GORDON CARS (LONDON), Ltd., 1946 Wolseley 30 saloon, green, excellent order throughout.—Oxford House, 373, Euston Rd., N.W.1. Euston 6611. (11130)

175 m.s.—Wolseley 9 1934 de luxe 4-door saloon, black and red, sliding head, brown leather, very good condition, terms, exchange.—Kensland Smith, Colwyn. (1975)

850 m.s.—Wolseley 18, April, 1947, de luxe 4-door saloon, black, 4-door, head, brown leather, good tyres, one careful owner, exceptional condition; terms, exchange, last, open 9-7 week-days and 10-6 days.—Roe and Smith, Hampstead (Hampstead Tube), Hampstead 6041. (11199)

1947 (Sept.) Wolseley 10hp, excellent condition, taxed to December, 1951, £355.—Silver, 31, Belmont Court, Finchley Rd., N.W.11. Tel. Speedwell 6374. (1975)

1947 WOLSELEY 14 saloon, black, brown leather, sun roof, radio, 13,000 miles, one owner.—Ripco, Ltd., 10, Albemarle St., Mayfair, W.1. Regent 2952-4. (1975)

1937 WOLSELEY 25hp drop head coupe, 47,000 miles, black, blue leather, 22. (1975)

WOLSELEY 16hp limousine, 1935 model, partition, occasional, dark blue, 39,500 miles since new, one owner, chauffeur driven, exceptional condition throughout, £425.—Park Road, Epsom, Surrey. (1975)

1949 WOLSELEY 4.50 saloon, maroon, leather upholstery, 14.50, radio, heater, low mileage, written guarantee, Morris & Co., 10, Albemarle Rd., London, W.2. Tel. Pad. 3075-6. (17530)

WOLSELEY 1949 1391 saloon, one owner, as new, £555, written guarantee, £1135.—Jack Rose, Ltd., 522, Upper Richmond Rd., East Sheen. (1975)

1950 model W.450 saloon, delivered December, radio and heater, almost unmarked inside and out, low mileage, accepted £1135.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-4. (17648)

1938 WOLSELEY 12-48 saloon, repainted, rebody, and crankshaft recond January 1951, faultless condition throughout, £525.—Bruce France, 88, Cromwell Mews, South Kensington, Pa. 5515. (1975)

1939 WOLSELEY 18 saloon de luxe, black, engine recently overhauled, bodywork immaculate, very desirable car with a high performance, taxed, £555.—M.B. MOTORS, 356, New Cross Rd., London, S.E.4. Tideaway 3779. (1918)

1947 WOLSELEY 18/55, black, excellent condition, fitted new tyres and battery, Rubnakon oil, coil spring, water, brake, heater, loose covers and cigarette lighter, two careful owners; price \$795.—Tel. Park Road, Epsom, Surrey. (1975)

1937 WOLSELEY 25 saloon, very good condition throughout, suitable for hire work, £225.—Ares Autos, 10 & 11, Auld Parade, Clapham Park Rd., S.W.2. 2 minutes from Clapham North Underground, Tel. Macaulay 5762 and Mat. 2673. (1934)

NAYLOR & ROOT, Ltd.—1946 Wolseley 14-60 de luxe saloon, black, leather, leather seats, superb condition throughout, any trial, \$775, 3 months' guarantee; choice of 250 quality demonstrators within 100 miles, terms available.—25, East Hill, S.W.18. Tel. 5272. Open 9-6 each week-day, including Saturday. (1016)

£545—Wolseley 16/55 saloon de luxe, March 1939, similar appearance to post-war, leather, original finish, head lining and even make, engine reconditioned seven months ago by main distributor, whole condition infinitely superior to the majority of '39 cars; cellulose shows only signs of arthropod infestation, a very rare car in every respect. (1975)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2091 (5 lines). Nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; hire purchase, part-exchange; free delivery, 1156. (1975)

LIMOUSINE 1937/1938, partition, widest occasional, leather, wonderful condition carriages, selection from \$795.—See page 62. (1975)

A LPE & SAUNDERS (100 Limousines: Lists posted) A Providence Court, Grosvenor Square Mayfair-2811. (1975)

Wolseley 4/50 Cars Wanted

C M THE CAR MART, Ltd. wish to purchase Wolseley Four-Fifty cars—50, Euston Rd., N.W.1. Eus. 1212. (1975)

C M THE CAR MART, Ltd. wish to purchase Wolseley Sixty cars—150 Park Lane, W.1. Gros. 5434. (1975)

Wolseley Cars Wanted

R ROWLAND SMITH'S the Wolseley buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (1975)

E EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars. (1975)

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 1951), and 12, Chelsea Manor St., S.W.3. (1963)

CASH immediately for good Wolseley.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (1224)

JACK ROSE, Ltd. require low-mileage post- and pre-war Wolseley cars.—Stafford Rd., Wallington, Surrey. Wallington 6677-4. (1969)

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley cars. Tel. Weybridge 233. (1940)

1938 saloon 21hp wanted, sound mechanically, 14, 16, 18, 20, 22, distance no object.—Rattons, Lord St., Hilden, N.W.4. (1921)

CASH buyers of low-mileage Wolseley 8s, 12-48, 14-60, 22, distance no object.—Rattons, Lord St., Southampton. Tel. 2268. (1906)

BLAKES, Wolseley distributors, will purchase any non-Covance Wolseley car.—110, Bond St., Liverpool 1, Tel. Royal 6622. (1975)

7-SEATER Limousines 25hp Series Three. Details of cars.—Ally & Saunders, Providence Court, Grosvenor Square, Mayfair-2841. (1975)

A PROCAUT us first before disposing of your Wolseley N.15, Stamford Hill 3291-2-3. (1969)

1939 Wolseley 25hp series 3 seven-seater limousine, Stan. W.1. Tel. Walsby 1101-5. (1916)

Wolseley Spares and Service

W. JACOBS & SON, We specialise in spares and repairs for all models of Wolseley cars. (1975)

W. JACOBS & SON, Mill Garage, Clarendon Rd., South Woodford, E.18. Wantland 0660. (10495)

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barrow 3240. (1977)

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R HARDY & SON, 55, Marylebone High St., W.1. Tel. Walsby 1101. Spares, reconditioned unit service and repairs for all Wolseley series models. (1917)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service: complete overhaul, coachwork and reconditioned engines. (1977)

ROCKHURST GARAGE—Barrow agents for Wolseley sales, service, spares, reconditioned units, Whitebridge Rd., Harrow Weald, Middlesex. Tel. Grimsby 561. (1924)

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ENGLAND'S easiest hire purchase terms. (1975)

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1938 Ford 10 4-door de luxe saloon, reconditioned in dark blue, with real blue hide upholstery, all new tyres, reconditioned engine and many extras, £250 or £120 deposit. (1975)

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SALES & Service.
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J. North for the Lea-Francis products—100, Deansgate.
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 tions—Henry Garner, Ltd., Showrooms, 221, High
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 and Cheshire—D. Rosenfeld Ltd., 76, Deansgate,
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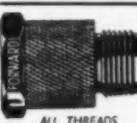
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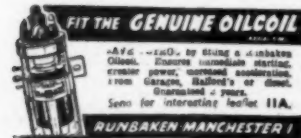
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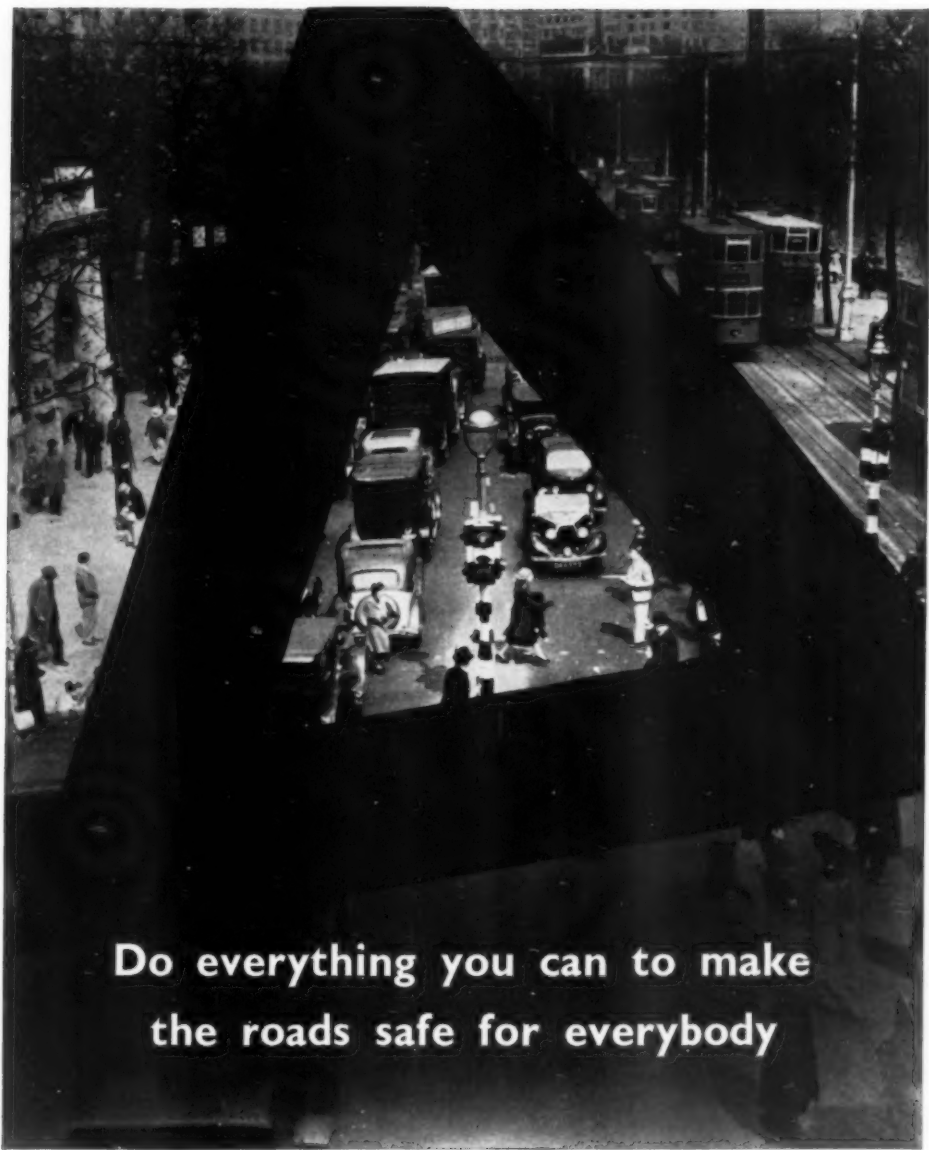
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